## NEWS. THE RIO

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Voi. IX.

RIO DE JANEIRO, FEBRUARY 24TII, 1882

Number 6

#### OFFICIAL DIRECTORY

AMERICAN LEGATION, --22, Rua do Manquer'il Aurantes THOMAS A. OSBORN, Minister.

BRITISH LEGATION - No. 135, A., Laraugeiras, EDWIN CORBETT,

AMERICAN CONSULATE GENERAL. -- Nº 70 Run Visconde de Inhamur. THOMAS ADAMSON,

BRITISH CONSULATE GENERAL -- Nº 30 Kim S. José. GEORGE THORNE RICKETTS,

AMERICAN NAVAL (H'FICE,—No. 5 Rua Fresca D. P. WIGHT, U. 8 N Paymaster

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rna do Evaristo da Veiga. Services at 110 clock, a. m., every Sunday. FREDERICK YOUNG, M. A., Residence,—Landeira do Sá, Larrangeiras.——Chaplain.

PRESPYTERIAN CHURCH.—Note Traveses de Burière. Services in l'uniquese at travélock, a m., and prédock, p. m., every Sanday; and at prédock p. m., every Thirsday.

METHODIST CHURCH.—English services remposably at the residence of the pastur, No. 41, Run Sonta Chr2 tina, at 11 a. m., Sundays. Weekly prayers at 7730 p.m., Wedu esdays.

J. J. RANSOM, Paston J. L. KENNEDY, Ass't Pastor

Paster's Rooms in the City, No. 48, Rua do Ouvidor, and floor.

SAILORS MISSION — 163 Rua da Sunde: 3rd floar. Services at 11 a. m. erery Sunday.

FRANCIS CURRAN,
Missimary.

BRITISH AND FOREIGN BIBLE SOCIETY —Depoting No. 71, Rua Sete de Seiembio, Rio de Janeiro. JOÃO M. G. DOS SANTOS,

IGREJA EVANGELICA FLUMINENSE —Nu. 44, Trave-esa das Partilhas. Services in Portuguese at 100 clock, a m., and 6 n'clock, p.m., every Sunday; and at 7 o'clock, p.m., every Weilaesday. Sunday seltoni at 4/30, p.m.

## TRAVELLER'S DIRECTORY

RAILWAYS.

R.A.H., W.A.F.S.

DOM PEDRO II.—Phomph Engineer Cheerol, leaves Rio at 5a. m; articing at llarra (junction) at 7.43 am. Entre Rios (central line) 1cc1 a m. Parhacena 3x.45 m., reaction Novo (humach from Entre Rios) 12 m., Cacharia (S. Paulo Denve) (humach from Entre Rios) 12 m., Cacharia (S. Paulo Denve) (humach from Entre Rios) 12 m., Cacharia (S. Paulo Denve) (humach from Entre Rios) (per S. P. & Rios R. P.) 6 p. m.

Donn neutral richt partie atting at Barra 4x1 mm Rio 7.12 m., Donn neutral partie atting at Barra 4x1 mm Rio 7.12 m., Connects with Valenciana line at Desengano. Rio das Flores line at Cacharia; of Rios de Minus; (S. Juio) d'R.R. Rey line at Shing, Leopoldina line at Cacharia; (Deste de Minus; (S. Juio) d'R.R. Rey line at Cacharia; Leopoldina line at Dorto Novo; Rerende e Areas line 3 muly; and S. Paulo and Rio de Jancito line at Cachocira. Linited Experse; (Paparol, leaves Kio 713 m. ariving Leopoldina line at Dorto Novo; Rerende e Areas fine 3 muly; and S. Paulo and Rio Novo; Rerende e Cacharia; Cacharia (S. Paulo branch) 378 p. m. Dorto (central line) 7.07; Cachocira (S. Paulo branch) 378 p. m. Dorto (central line) 7.07; Cachocira (S. Paulo branch) 378 p. m. Dorto (central line) 7.07; Cachocira (S. Paulo branch) 378 p. m. Dorto (central line) 7.07; Cachocira (S. Paulo branch) 378 p. m. Dorto (central line) 7.07; Cachocira (S. Paulo branch) 378 p. m. Dorto (S. Paulo Branch) 378 p. m. Stops at all 341/ms. Connects with Santa Crus branch at Supopenha, and Macacos branch at 154 p. m., from Earte Rios (learing 6 or a.m.) at 378 p. m.

Endre Rios (learing 6 or a.m.) at 378 p. m.

Endre Rios (learing 6 or a.m.) at 378, 5 m., from Earte Rios (learing 6 or a.m.) at 378, 5 m., from Earte Rios (learing 6 or a.m.) at 378, 5 m., 6 m. p. p. n. 1141/1, 5 m., and 1700, 215, 370, 479, 579, 739, 839 and 1600 p. m. 318 stepping at Cacadarta at 3,59, 6 m., 740, 8 p. and 6,00 p. m. 318 stepping at Cacadarta at 3,59, 6 m., 740, 8 p. and 6,00 p. m. 318 stepping at Cacadarta at 3,59, 6 m., 740, 8 p. and 6,00 p. m.

6.6. 16. no. aut 173. Array Agraph In CALVIAGALLO R R — Leaves Nithenshy (Smta Anna) 7430 a. m., arriving at Nava Frilanga 1105. Corderro (1. hour per transvery from Cantagallot, 475 and Macroco 545 β. m. Return train leaves Macroco 630. Cordeiro 730 and Nava Frilango 1110 a. m., arriving at Nithenshy 435 p. m. A ferry boar runs between Rio and Sout Anna, connecting with trains.

boar mis between Kio and Sauf Anna, connecting with trains, PETROPOLIS STEAMERS and R.R.—Steamers leave Trapiche Mani at 2 p. m. week days and 1 n. m. Sundays and huidays, passengers arriving at Petrophic at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, difference leaves Petro-pulis at 6 n.m., the host arriving at Rico at 9:30 a. m.

## LIBRARIES, M USEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Onvi-dor, No. 48, and floor.

GEORGE BUCKERIDGE, Librarian. BIBLIOTHECA NACIONAL —Ria do Passeio No. 48. BENJAMIN FRANKLIN DE RAMIZ GALVÃO, Librarios.

BIBLIOTHECA FLUMINENSE. -No. 37 Rua do General

MUSEU NACIONAL.—Praça da Acelamação, con. Rua da Constituição. icio. LADISLÃO DE SOUZA MELLO E NETTO, Director. No. 34, Travessa Alice, Rua D. Luiza.

#### DINHEIRO & TROUT

SHIP-CHANDLERS & GROCERS 107, RUA PRIMEIRO DE MARÇO.

TOHN MILLER & CO.

successors to

DULLEY, MILLER & BRUNTON.

Importers and Commission Merchants. SANTOS and São PAULO.

'ARSON'S HOTEL

160 RUA DO CATTETE

WM. D. CARSON, Proprietor.

I AMES E. WARD & Co.

General Shipping and Commission Merchants NEW YORK

#### NEW-YORK AND BRAZIL EXPRESS

Receive and forward pancels to and from Rio de Janeiro and New-York. Office in New-York, No. 30, Burling Slip. Office in Rio de Janeiro, No. 34, Rua São Pedro.

DR. RUSSELL MAC CORD, M. D. Licensed by the

IMPERIAL ESCHOLA DE MEDICINA DO RIO DE JANEIRO.

Rua da Candelaria, No. 18 B. Corner of Rua de S. Pedro.

Will visit shipping in the harbor. Office hours from 12 to 3 o'clock, p. m.

### EORGE BUCKERIDGE.

LIBRARIAN.

No. 48, Rua do Ouvidor, 2nd Floor, Agent for

English Books, Periodicals and Newspapers

## A MERICAN LUNCH ROOMS GRAHAM'S

No. 1, Ruit d'Alfandegu, No. 1.

#### T. DWINAL,

34 KUA DA QUITANDA Agent for the

"DOMESTIC" and

GROVER & BAKER

SEWING MACHINES

N. B.-Every article pertaining to Sewing Machines and their use constantly on hand.

## IDGERWOOD M'F'G. Co., Successors of (LIMITED).

MILFORD & LIDGERWOOD,

Engineers, Machinists, Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills, GENERAL AGENCY FOR THE

### SINGER SEWING MACHINE,

COFFEE CLEANING MACHINERY. No. 95, Run do Ouvidor,

## A PARTMENTS TO LET

Furnished or Unfurnished.

Good, airy rooms; a fine shower bath; a healthy location; and an unexceptionable neighborhood.

### ELEPHONE (O. OF BRAZIL

No. 89, Rua da Quitanda.

THE COMPANY

propose to connect all the suburbs of the city with their General System and to establish public stations in local-ities most convenient for general use. There have already been established the following

PUBLIC STATIONS.

Alfandega (Sala dos Despachantes), Rua da Quitanda, No. 89, Rua de Gonçalves Dias, No. 62, Largo do Machado, Andarahy (Empreza dos Carros)

Tijuca (Whyte's Hotel)

Santa Thereza,

D. Pedro II R.R. Station and Largo S. Francisco de Paula, No. 18, (Confeitaria),

will soon be opened.

#### Wanted.

A boy wanted, between twelve and fourteen years of age, speaking both English and Portuguese.

Rio de Januiro, January 24th, 1882.

F. W. JONES, Gen'l Supt

## H ARLAN & HOLLINGSWORTH COMPANY

Wilmington, Delaware.

#### PASSENGERS CARS

Of the finest finish, as well as every description of Car Work furnished at short notice and at reasonable prices.

## E AMES VACUUM BRAKE CO.

Watertown, New York. MANUFACTURERS\_OF

RAILWAY TRAIN BRAKES.

The Eames Vacuum Brake is confidently offered as the most efficient, simple, durable and cheapest power brake in the market. It can be seen in operation upon over seventy roads

#### The Times-Democrat.

New Orleans, La.

The leading newspaper of the southern section of the United

States. The Pathernal, a recent consolidation of the New Orlows Times and the New Orlows Times and the New Orlows Democrat, gives special steeding to the sogar and cotton growing multivises of the South. It also devotes more attention to Mexican industrial affairs, and tothe commercial development of that country than any other-journal published.

#### VILLA MOREAU

Opposite

Tijuca tramway station, Andaraby Pequeno,

Established for the special accomodation of families Its advantages are: healthy location, hun Isome, airy rooms superior table, and a large delightful, running water bath, be-gides douches, shower baths, etc.

## O. C. JAMES.

No. 34, RUA S. PEDRO.

Agency and Commission House

## Railway Supplies a Specialty

[No consignments received.]

Brazilian Agency for the following well-known American establishments:

#### BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1801)

BURNHAM, PARRY, WILLIAMS & CO.,

Proprietors. These locomotive engines are adapted to every variety of service, and are built accurrately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passwager and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers

### ACKSON & SHARP COMPANY

WILMINGTON, DEL

Manufacturers of all styles and qualities of Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has finnished the case for nearly all the narrow gauge artirods in the United States and Chua. The case of the Sao Paule and Rio de Janeiro railway, the Itunas, the Mogyana, Nichteroyenes and other narrow gauge railways, in Brazil are from these well-known works.

CHAS. S. HOWLAND, Treasurer. JOB H. JACKSON,

# A. WHITNEY & SONS,

(Established 1847) Callowhill street, sixteenth to seventeeth streets, Philadelphia, Penn.

Chilled cast iron wheels (steeled by the Hamilton process for railways, street cars, and mines. Axles of iron or steel, Illustrated catalogue furnished on application of customers

## A MERICAN BANK NOTEC

OFFICE: 142, BROADWAY, NEW YORK, ENGRAVES AND PRINTS

BAP NOTES, BONDS FOR GOVERNMENTS AND COR-PORATIONS, BILLS OF ENCHANGE, CERTIF-ICATES OF STOCK, FORTACE AND REV-ENIE STAMPS, POLICIES OF IN-SURANCE, AND ALL KINDS OF SECURITIES

In the most artistic style, and in a building proof against fire

A. G. GOODALL. President
JAS. MACDONOUGH, Vice President
THEO, H. FREELAND Secretary and Manager GEO. H. STAYNER,

## WILLIAM B. DEMING,

135 Rua da Quitanda,

Rio de Janeiro Office of the

Silver & Deming M'f'g. Co.

Manufacturers of Steam Force and Cistorn Pumps, and all varieties of Hydraulic machinery. Also Mandioca Presses and other machines for agricultura purposes,

## THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A, J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian afinise, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market; tables of stock quotations and also, a table of neights and chatters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash must-inky in advance)

Subscription for one year in Braidi, ... 20\$000

do for six months do ... 10\$000

do for one year in the United States, \$\$000

do for one year in the United States, \$\$000

do for one year in Cestat Hristin, ... \$\$000

do for one year in Creat Hristin, ... \$\$000

do for six months do do ... \$\$1000

do for six months do do ... \$\$1000

SINGLE COPIES: 600 rois: for sale at the office of ablication, or at the English Rook Store, No. 67 Rna do noidor.

All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st, 1879. Subscriptions and advertisements received at the EDITORIAL ROOMS: - 79, Rua Sere de Setembro. CITY TELEPHONE ADDRESS: -No. 172.

RIO DE JANEIRO, FEBRUARY 24TH, 1882.

WE have received and acknowledge with thanks the Ceos e Terras do Brazil, a collection of pen-pictures of scenes and characters of the great interior, or sertões, of Brazil by Major Escragnolle Taunay, the well known author of that thrilling narrative of one of the saddest and most heroic episodes of the Paraguayan war, La Retraite de la Lagune. This little volume contains some of the most charming descriptions of natural scenery that we have met with in Brazilian literature, and the only lault we can find is that there is not enough of it. As a specimen of the simple and graphic style, which loses much of its charm in the translation, we quote almost at random :

"Nothing can be more saddening than the general aspect of the sertics in years of drouth. All life, all gladness is concentrated in the strips of wood along the streams, in the little islands of forest, in the marshes and salt-licks, in any point, in fine, where some humidity, however slight, is to be found

In the almost deserted campos there is only the llute-like call of the seriema and the shrill buzz of the untiring cicadas. In the distance may be seen bands of emas that in distance may be seen unus or time that in running raise and lower the head in such a manner as to appear like horsemen in pursuit of some swift-footed game. More suit of some swift-footed game. More rarely appears one or more antiered deer that advance magestically in othe road, stop stock still on seeing the traveler, sniff with fright, and, wheeling suddenly, rush off like a shot

Ix a speech before the São Paulo pro vincial assembly on the 16th instant Dr. Campos Salles called attention to a fact connected with the emancipation of slaves which reflects very little credit upon the government's sincerity. The total quota of the province of São Paulo under the distributions of 1875, 1880 and 1881 is 1,249,0205-217, of which sum only 786,430\$710 had been applied up to the time of the last relatorio from the department of agriculture. This shows an unexpended balance of 462,589\$507 which should have been applied to the liberation of slaves. What use is being made of this money does not appear. The average cost of each emacipation in São Paulo-the number is given as 827 in all-is about 900\$, from which it is seen that this unapplied balance represents about 500 emancipations. Allowing a reasonable time for the application of each distribution, it is evident that the withholding of this money is logically equivalent to an illegal retention of a proportionate number of men in slavery. In this case the money represents a total of 500 men. Even after deducting the distribution of last year, there still remains an unexpended balance of 184,730\$919 from the distributions of 1875

state of affairs there can be no possible ex-No one expects that the application of this fund can be made within a day or month, but assuredly there must be some reasonable limit to the delays. In this matter, these delays affect one of the most valued privileges which a man can have-his liberty. Every unnecessary delay means unnecessary and cruel retention in slavery. It is not only an act of bad faith, but an act of wanton cruelty. It is to be hoped that the government will adopt some measure which will put an end to all further delays in the application of this fund.

On the 15th instant a bill was introduced into the Senate by Senator Godoy providing for a reduction of the export duty on coffee to 3 per cent, and a further reduction of 6 per cent. in the railway tariffs on the same This will probably bring the product. question of export taxation and railway tariffs fairly before the General Assembly, and will afford a fair test of the real intentions of the government with reference to these important questions. Desirable and necessary as is the total extinction of these export taxes, it is evident that the change can not be effected all at once. The proposed reduction therefore from 9 to 3 per cent, is worthy of hearty support, both because it is a step in the right direction and because it will lighten the burdens somewhat which are now weighing upon this industry. Should the provinces fail to follow this good example by reducing their 4 per cent, tariffs on the same product, the new rate will be 7 instead of 13 per cent. It is certain, however, that the provinces will not be able to resist the pressure which will he brought to bear upon them in case the general government makes the proposed reduction. The necessity for adopting this measure is so evident that arguments seem wholly superfluous, and yet there is sure to be enough opposition to it to make its passage very problematical. 'The need of a large revenue, the ease with which it is collected from coffee, and the repugnance of the average politician to cut down expenditures and to give up one single source of revenue, will all be against the reform. Then, too, the mistaken opinion that the tax is paid by the consumer will also operate against the reduction. The present financial state of the counis certainly antagonistic to the slightest reduction in the revenue, but at the same time the vital interests of this special industry demand that such a reduction shall be made. What the result will be can not easily he foreseen. As to the reduction in railway tariffs, the problem is much simpler. The very modest and unsufficient reduction of 6 per cent, ought to be made without the slightest hesitation. In fact, were the reduction much greater, as it should be, and were it made general instead of special in its operation, the roads would really lose nothing while the planters would gain much. Under normal combitions low freight rates operate as an encouragement to production, thus increasing traffic in proportion to the reduction in tariffs. Even were the increased production not to afford an increased revenue, still the roads would be the gainers because of the greater stability and uniformity of their business. 'The best guarantee which any railway can have is the prosperity of the communities which it serves, and that can only come through active and profitable industries. A population whose profits are all swallowed up in taxes and transportation charges is one which contributes neither to the security of a government nor to the prosperity of any public

THE question of granting the rights of

enterprise founded upon its support.

various places on this right, especially at S. Vicente and Taubaté, two of the oldest settlements in the province. It is incomprehensible how such bigotry and intolerance can exist. The world has been steadily growing out of these mediaeval prejudices, and even in Catholic countries the popular mind has been educated into more tolerant and liberal ideas. Instead of keeping pace with this growth, Brazil still clings to the bigotries and prejudices of the past century. Her government and her people forget that they are on the other side of the Atlantic, far distant from the scene of those intolerant ideas which kept the civilized world in thralldom for so long a time; and they forget also how much more easy it is for them to shake off these fetters and to keep abreast of the liberal thought and growth of the age, Instead of this the old superstitions and prejudices have been kept up as nowhere else in the world, unless it be in Spain and Portugal. The common right of marriage is made most difficult and lumiliating to the Protestant, and even the last sal rite of life. Ins burial, is either withheld or is made an act of degradation. More than one public cemetery, which has been established and supported from the taxes of Protestants as well as of Catholics, has shut its gates upon the former, and has driven them to a degrading bunal in the public highway. And even where space has been given, it has been with such conditions and with such a humiliating display of condescension and mock toleration that no one can accept them without the keenest pain. And what conditions ! The absolute separation of creeds, the burial of non-Catholics outside the walls proper or in some neglected corner, the prohibition upon the common use of mortuary chapels and other accessories of burirl, and even the separation of the two burial grounds by a ditch-as though the same soil were pollution. Such things shame even the bigotry of the nineteenth century. men are lit to live together in God's bright sunlight and breathe the same pure air, if they can meet in business on equal terms, giving and receiving favors reciprocally, then assuredly they can lie together in death without separation. This pretense of separating them at death, as though their journey must there separate cternally, dishonors even the ignorance of the day. We ought to be emancipated from these senseless prejudices and superstitions of centuries long since passed. We ought to feel purer and nobler sentiments than those of religious intoleration. We ought to keen pace with that stronger and higher civilization of the age which seeks to crush out these arbitrary and invidious distinctions in matters of conscience, and to place all men, regardless of belief, upon the same broad plane. There is a spirit of charity which is infinitely above all these petty creations of men, and to that beneficent influence the world is steadily growing. It will matter little whether Brazil heeds that growth or not: the world will leave her behind without one moment's hesitation. If this people choose to continue these insensate prejudices and to heap bitter degradation upon the non-Catholic, then the loss must be all their own. Let them shut themselves up within their own contemutible bigotiv if they will, for upon themselves must fall all the shame and repuguance of the world. If the foreign non-Catholic can not come here on other and better terms he will go elsewhere and with him will go that higher development and purer civilization which Brazil professes to seek but does not know how

To those who still believe or pretend to

to secure.

of São Paulo. Questions have arisen in development, the statisties of the New York grain trade, which we give in another column, will afford some very disheartening reading. There has been so much said here within the past year or two about protecting the Brazilian manufacturer and the Brazilian coasting trade that one is almost constrained to join the procession and shout for protection from sheer patriotism. But then, just as one has comfortably adapted himself to the conflicting but always patriotic features of this theory, some unfeeling statistician is sure to come along and upset the whole structure. The most comfortable process is probably that of many active protectionists who first settle what theory will suit their interests best and then refuse to consider anything adverse to it. If arguments are needed, manufacture them! And if there is a lack of raw material, then let loose the rivalries and prejudices of that national policy which would shut up the commercial activity of a people within their own boundaries and exact tribute from all who cross them ! Fortunately for the commercial development of the world, however, there have been men and nations who have pursued another course, even though it has cost them dearly, They have been compelled to endure the taunts of betraying their own interests; and then when success has crowned their policy, they are again taunted with grasping selfish-In the statistics to which we refer the results of the two policies, as between their two leading exponents, Great Britain and the United States, are so clearly shown as to admit of no possible question. For the last forty years Great Britain has been steadily building up her commercial supremacy on a basis of free trade, and her success has been simply marvelous. It has not been altogether an easy task, for almost the whole world has been united against her and even some of her colonies have deserted her. Aml yet, notwithstanding all this opposition of hostile tariffs, of domestic trouble, of crop failures and wars, she has steadily grown in wealth and has widened the gap between herself and her competitors year by year. This result is unquestionably due to the liberal commercial policy which has been in operation since the abolition of the corn laws. In the United States, however, a totally different policy has been in operation, and the results are plain to be seen. With so great an extent of territory of unsurpassed fertility, with so boundless a wealth of mine and forest, with a population of active, industrious people, and with a government so liberal that its citizens rarely feel its power, the United States ought certainly to rank first among all the commercial nations of the world. And yet, of all the 72,276,312 bushels of grain shipped from New York to Europe during the pastyear, not one bushel was carried by an American vessel | Previous to 1860 the United States had the finest mercantile navy alloat, but that was under a system of comparative free trade, or low tariffs, which was in operation from 1846 to 1860. The high tariff policy growing out of the civil war and the stringent character of the American navigation laws-designed to "protect" American shipping and the coasting trade-have finally succeeded in driving a great part of this navy from the sea, and the American people have now the shame of seeing their natural products carried away in foreign bottoms. Under a more liberal policy this could not have happened. If the Brazilian people are determined to follow this mistaken policy, they should at once inform themselves of the results, for the laws of economic science admit of no exception.

THE value of shipments to the United States from the consular district of Buenos Aires during the and 1880, which is equivalent to the illegal burial in public cemiteries to non-Catholics believe that in commercial restriction is to past year was \$3,913,195.87, against \$4,257,706.35 retention of 200 men in slavery. For this has again come to the front in the province be found the true germ of commercial during 1880.

Now that Carnival has come and gone and there is leisure to take the matter into serious eonsideration, will not someone tell us what there is in this absurd custom which calls for so great an outlay of time, effort and money? As a religious festival, it no longer has any real significance, even if it ever did have It is simply a licensed riot. If it is still looked upon as a "farewell to flesh," and a preparation for the solemn lasts of Lent, then it is one of the queerest expressions of religious feeling that the world has ever seen. And if it now has no such significance, then why is it continued? We are prepared to admit the desirability of a great deal of nonsense; more than that, we believe that an occasional break from the wearisome routine of business and social decorum is an essential element in life. But even then, there is no need that one should lay aside all sense of reason and discretion, and deliberately undertake to do things which better characterize an ungoverned Innatic asylum than a civilized community. If Carnival is no longer a religious observance, and must be held simply to afford an opportunity for caricature, and display, and the childish amusement of throwing water, then why can it not be held in a more agreeable season. We must admit that the societies this year afforded a great many ingenious political and religious caricatures which were thoroughly and heartily enjoyed. It was like a panoram'c minstrel show-and free at that. We must admit also that there were a great many rich costumes exhibited which were worthy of hearty admiration. And as for the water-throwing and all that, nothing could have been more enjoyable-especially when the victim was your neighbor. But then, why should all this be done in the heart of summer? In Italy where the custom originated, it took place in the opposite season of the year when there was a delicious coolness in the air and a sense of life and vigor in the blood. Here we have only the languid heat of midsummer in which every exertion is a heavy tax upon one's strength, and in which every excess is a serious risk to life and health. If the earth will not adapt itself to the fixed requirements of Carnival, then why not adapt Carnival to the varying conditions of earth and make the most of them? And as to the expense, would it not be well to also adapt the outlay somewhat to local conditions. In a country where there is so much need for the judicious employment of capital, and where both business and the national treasury is suffering through its scarcity, it would certainly seem injudicious to spend so much on flimsy display. No one will question the right of a rich man to throw away his money as he pleases, even through the wisdom of the proceeding may be severely criticised; but when it goes so far that a poor clerk is lead to spend a whole year's salary on the displays and excesses of a three days' Carnival then there is good ground for questioning its propriety. One of the gravest evils connected with this custom is the vanity and rivalry created through the various societies. Each one seeks to make the best display, and to win the most applause; and the result is a constantly increasing effort and expense. We do not exaggerate when we say that Brazil can not honestly afford such extravagant displays and waste of money. It is but little better than throwing money into the sea.

The public has at last received an explana tion from the director general of the telegraph department, Barão de Capanema, as to the cutting of the telephone wires in this city. It would seem that the illustrious director has always been friendly to the telephone company-so friendly in fact that he would even kill it with kindness. A strict sense of

duty, and an elevated regard for public interests, however, have compelled him to cut the wires. It would seem that these telephone wires have been interfering with the working of the state wires, and with the electric clocks, and the telegraph station at the postoffice, and with the electric lire alarms. We are not sure but what they have also been interfering with the manufacture of formicida and the proper regulation of exchange. It is certain at all events that the telephone company interferes with other similar enterprises in which the Barão is interested, and that he has used every possible influence against it. If the Barão de Capanema can point to one single act of his which has been friendly to the telephone company, we shall be very glad to note it and will give full credit for it. And also if he will explain just how it is that a telephone wire can interfere with the state service which is notoriously defective and behind the time, and with the electric clocks which never yet gave the correct time and which no one believes in, and with the postoffice station which never has been put in perfect running order and is rarely used, and with the electric fire alarms which ought to be so constructed that interference would be impossible-if Barão de Capanema will explain all this he will confer a great service upon a carious public. When other cities can employ a hundred wires where one is used here, it is very singular that the wires of a particular company should cause so much trouble in Rio. And then, if telephone wires have in themselves so strange a propensity for interference, how is it that the employees of the state telegraph department are engaged in putting up a net work of wires for a rival enterprise-even to the putting of insulators on buildings by orders of the government? We must heg leave to call Barao de Capanema's attention to one little axiom in political science-a public official is a public servant, and his duty is to regulate and protect private interests, not to destroy them. If the telephone wires have been badly erected, then the company should be notilied of the fact and be required to make all necessary changes. Instead of doing this, the Barao de Capanema gives orders to cut the wires, thus clamaging the property of a private organization, and interfering with a public service. He seems to have overlooked the fact that this act not only affects the telephone com pany, but it injures the rights and privileges of bona fide subscribers who have taken an interest in a legitimate and duly authorized husiness enterprise. 'This whole affair proves one simple fact-that the Barão de Capanema has abused his authority as a public official is should therefore be dismissed. As long as a public official can usurp the authority which he claims, and as long as private interests are subordinated to such gross abuses of authority, there is no guarintee for individual rights and investments. We have no personal feeling in this matter beyond that which we are compelled to entertain against ever; official who abuses his place to the injury of the public. It is a matter in which every man has a personal interest-and that interest is the impartial administration of justice between men. The public has an unquestioned right to demand such an administration, and the government should see that that right is fully and promptly respected.

From Eradstreet's, December 24, 1881. WORLD'S FAIRS.

The spread of the exhibition "craze" during the just decade is in keeping with the rapidly growing commercial spirit of the At the present time there is no apworld. parent falling off in the returns as to "expositious" and international fairs, but a query notice of a limited number of persons. But, ther the government will seek to place the

naturally suggests itself as to what higher form the continued evolution of this variety of business enterprise will finally assume, To more clearly indicate the ruling spirit in the continued organization and carrying out of national or other large exhibitions, but few of the more recent efforts need be recalled.

The late Italian Exposition at Milan and the success it achieved has been discussed in these columns. Likewise that representative affairs held at Paris-the electrical display-at which American inventors occupied a conspicuous place. It appears that the net profits of the Paris Electrical Exhibition amount to about \$80,000. A clause in the law stipulated that the profits should be devoted to a scientific work. It is proposed to found with it a laboratory for electrical experiments, which, within certain limits, will be open to the public. Prompted by this success, London has arranged for an electrical exhibition. The success of Italian exhibitors at the late Melbourne Exposition has incited them to renewed efforts to increase their trade with the Australian colonies. Signor Sarfatti, the general manager of the Italian department at Melbourne, has just left for Venice. On his return he will endeavor to establish a trade between the British Australian colonies and Italy, and has expressed himself as very sanguine of being able to effect this object Next year the Argentine Republic will invite the world to her international tair, and, further off, an international and colonial exhibition has been arranged to be held at Amsterdam in 1883. This, however, proves to be but one of a series, for a "universal exhibition" at Rome in 1885-86 has been agreed on.

The universality of international fairs can be appreciated only when it is added that in special lines the movement has as yet but begun. This is justanced in the international food exhibition at Agricultural Hall. London, which closed last month. In passing, it may be remarked that several American houses who exhibited there received extended notices for the excellent variety and quality of goods displayed.

An exhibition which may not appeal to Americans particularly, but which will nevertheless, possess an interest here for its historic, antiquarian or artistic value, is the heraldic display to open at Berlin, on April 1 next. There will be brought together an exhibition of heraldry, seal and genealogic records, under the patronage of his Royal Highness Prince Charles of Prussia. The royal family of Prussia have promised to contribute an important and highly interesting collection of the genealogy, heraldry and seals of the House of Hohenzollern, In March next there is to be an International Exhibition at Christchurch, New Zealand; and other, but less important, undertakings of similar character are springing up in this continent, but principally in the old world. One project remains, however, which for novelty and comprehensiveness appears to form a fitting climax to the present state of development of the fair mania. It appears, as published in leading Loudon trade journals, that it is proposed by British merchants to fit up a large steamer, as a floating exhibition, and to dispatch it on a twelve months' trip, in the course of which the principal commercial ports of the world will be visited. The steamer suggested for the purpose is of 2 640 tons register, and, according to the plans which have been prepared, there will be a large number of exhibition cabins admirably arranged for the display of any variety of goods. The advantages of this display are apparent. The colonial fairs, besides being an old story, entail a good deal of expense upon the exhibitors, with the result that their goods are only brought under the

according to the present project, one set of exhibits will serve for use in forty different markets, duty will be saved on samples, and the risk of breakage will be avoided. It is reported that already the promoters have received many inquiries from commercial firms of high standing. This movement of British exporters, it seems, has been devised to assist them in reclaiming trade in foreign countries where, "for some reason or other," it has been in various degrees lost to them. The project is a praiseworthy one, and it is now only necessary for "some ingenious Yankee" to hear of it to suggest an enterprise which will eclipse it in every particular. Meanwhile, where is the Boston World's Fair project?

#### THE CURRENCY QUESTION.

According to a statement of the new prime minister before the Chamber of Deputies, one of the first measures of his administration will be a reduction in the volume of paper currency now in circulation. It is truly stated that this large circulation is a source ot loss and depreciation, and that it has an injurious influence upon exchange, But this is not all. The influence of a depreciated currency is so far reaching that the question of exchange is one of the smallest matters concerned. Unfortunately for the clear appreciation of all these questions, there are no reliable statistical data by which the effects of any such influence can readily be traced, and measures are therefore framed more with reference to the superficial and visible effects than to those of greater importance. Detrimental as a low rate of exchange certainly is, it is but a trifle when placed side by side with the disproportion between wages and the costs of living, the artificial character of values, the losses in daily business transactions through fluctuating values, and the extra costs upon everything in order to cover the risks of all these fluctuations. 'The losses in exchange are but some hundreds of contos, while the losses in the business transactions of the whole country are a hundred fold greater, A depreciated currency is an evil which enters into every household, and levies tribute upon even the bread of the poor, It is an agent of injustice because it is issued at a nominal value by the government when in reality its actual value is much less. It deceives the people because it promises more than it can fulfill, and it increases prices without enabling men to see and provide against the cause.

It is therefore a matter for sincere congratulation that the government recognizes the evil influence of an inflated and depreciated currency, and promises to reduce its volume. But how is that to be done? The means to be employed in such a measure are too important to be adopted and enforced without mature consideration. because they may serve only to aggravate the evil. It will be a very simple matter to decree a reduction in the amount outstanding, but without adequate provisions for its retirement such an act of parliament will be about as effective as a papal bull against the comet. The last report from the department of finance disclosed the existence of large deficits for which a loan will be absolutely necessary. The estimates also announce other deficits not yet determined, and prospective ones in the budget for 1882-83. It is clear therefore that the government neither has nor will have the means for redemption.

It has been stated in some of the journals that the purpose of the government is to withdraw 10,000,000\$ per annum of the 40,000,000\$ issued by the Sinimbú cabinet. and to issue 31/2 per cent. bonds in payment. Whether the process will be continued beyond that is not stated, nor whe-

new loan upon a gold basis. Such a measure, while it may be accepted as an act of good faith, will really decide nothing. There will still be nearly 150,000,-000\$ of national treasury notes outstanding, besides the twenty odd millions of bank issues, which will continue depreciated because they are irredeemable in value. No measure can really be sufficiently far-reaching to meet the needs of this question unless it provides for the redemption of the whole amount outstanding in gold. recognize the fact that such a transaction will involve very great difficulties, but there is no other course to follow. Conversion or redemption in kind can not possibly meet the case, for the credit of the nation is measured in gold and its obligations must therefore be met in the same universal standard of value.

One of the greatest difficulties which the government will have to encounter in thus matter is the exceptional conditions of business and industry which are to be found in Brazil. 'The experience of other nations, and the measures employed by them, will not serve here because of these exceptional conditions, and a totally new policy must therefore be employed. It will be admitted without question that a certain amount of currency per capita is necessary for the transaction of business, but who can assume that the amounts proved necessary elsewhere will serve equally well here. Along the coast there is an abundance of currency; in the interior there is either a very limited amount or none. It accumulates along the coast because in the few ports of the empire is concentrated the great bulk of trade: it is lacking in the interior because of the absence of those productive industries which call in money for the purchase and transportation of products to outside markets. The great coffee industry occupies an exceptional position in this matter, because of the peculiar conditions involved both in production and marketing. There is little or nothing, therefore, to keep up that active circulation of currency upon which its life and value really depends. In the United States it flows regularly in definite seasons to the Pacific and western states after wheat, into the western and southwestern states after cattle, into the southern states after cotton, into the western and border states alter pork, into the middle states after dairy products; and then it flows back to the east at regular seasons for manufactured and imported goods. And under these unvarying conditions of trade and industry, it is closely estimated just how much money is needed to carry on the business of the country. Here there are no such industrial conditions consequently another basis must be found for fixing the amount of currency needed.

Then, too, there is another disturbing element in the currency problem, and that is the limited use of cheques. As the great bulk of business transactions, even in this capital, are effected by the actual employment of money, the amount per capita must be proportionately larger than elsewhere. In New York and London the great bulk of financial transactions are effected through banks and clearing houses without the actual employment of a single dollar. That greatly simplifies business transactions, and renders a less amount of money necessary for actual

All these matters must necessarily enter into consideration in any intelligent settlement this question of redeeming or converting the present issue of Brazilian paper. Money of some kind must be used, and there must be enough of it to meet all business demands. The problem for the government to decide now is how to either substitute the present irredeemable issue by

simple withdrawal of a few thousand contos will be totally insufficient to meet the case.

From the Buenos Aires Standard, February 4 THE SPECULATION IN WHEAT.

During the whole of the year 1881 the people had to pay an exorbitant price for the staff of life. We now know that we have been all along victims of the speculators and millers, who, under the pretence of a short crop, were enabled to mystify the public and to keep up famine prices until the very eve of the new harvest, when it became notorious that in stead of a previous short crop, there existed a consid erable simplus in the hands of the millers and spec-ulators. A regular stampede was the consequence and a quantity of the surplus was shipped to Brazil, no doubt at a heavy loss. The millers of the province of Santa Fe were the principal losers, tor nearly all of them were left with more or less heavy stock and many had to sacrifice the whole profits of the year. There still remains a considerable amount of last year's stock of flour, and of course the holders interest is to corner the market, and they have suc-ceeded in doing it; and the community are stil paying an enormous price for head, a price that actually places it out of the reach of the procer

The Standard was the only paper that set the truth before the people last year, insisting that the stock in the country was superalundant for the con-sumption. The facts verified our convictions, and just before the harvest the excessive prices tumbled down to a rational level, and the public at last entertained hopes that bread might be given to the children in full ration. The public is again disap-pointed. By hook or by crook the prices of whea has been mised to the highest quotations of last year, and the farmers are actually hoarding their grain in expectation of still higher prices.

This in a great misfortune for the country. are playing fast and loose with an article that should this moment he loading in our ports for Europe, e are receiving no benefit from it. Like National We are receiving no benefit from it. Bank shares wheat is tossed about in a spirit of pure gambling. The people suffer, but as long as a speculator can make a margin he is all right, and in fact it is only in exaggerated prices that the spec-culator can make money. When an article stands at its intrinsic value in the market, speculation can only exist in a legitimate form. The intrinsic value of wheat at this moment is not more than seven dollars and a half gold per Santa. Fe fanega of 375 lbs. We arrive at this by calculating its shipping value to Europe, and the price we have quoted is the extreme limit that can be paid in accordance with present prices in Europe. Notwithstanding Notwithstanding this, we observe that a sale of wheat has been made in Rosario at 16 ½ Bolivian dollars, which is about 11 dollars gold. This come close on to two dollars gold the bashel, an exorbitant price, or rather a ncy speculative price.

Had we statistical departments in all the prov-

inces, we should know exactly by this time what quantity the crop reaches. This would at once put a stop to gambling with the principal article of subsistence of the people. But, in our almost total ignorance of agricultural returns, the speculator has a free field to propagate all kinds of false information. From what we can learn we do not entertain any doubt of there being a considerable surplus of wheat in the country. One proof is the fact that a number of houses, relying on the in-formation they had acquired, made preparations for an export business, which, of course, is knocked on the head for the present.

#### THE COFFEE EXCHANGE.

Polls will be open from to-day until Tuesday for the election of officers of the new coffee exchange The regular ticket which will be elected is as follows: President, Benjamin G. Amold; Vice President, John S. Wright; and Treasurer, John F. Scott. The constitution and hy-laws which have just been adopted have been printed for distribution among the members. Among other things these provide that prior to the 21st day of January, 1882, until the number of outstanding certificates of membership shall be 100 the initiation fee shall be two hundred and fifty dollars. On and after the 21st day of January, 1882, until there be 200 outstanding certificates of rship, the mitiation fee shall be five hun dred dollars; and thereafter the initiation fee shall one thousand dollars; that the assessment for the first year shall he \$50, and after that not m than \$100; that the governing committee shall elect an arbitration committee of five members whose powers are carefully defined; that the Ex-change shall be open from 9 a. m. to 4 p. m, and business shall be confined to those hours, any riolation of which shall be punished by a fine \$25; that all parties engaged in handling coffee for members, such as warehousemen, weighers and samplers, shall be licensed by the governing committee; that a board of supervisors shall nominate a secured bank issue, or to give it gold to the governing committee a board of inspectors, value and redeemable on demand. The to consist of five members, and shall supervise the

duties of such inspectors. The inspectors shall establish standards of all coffees bought and sold in the Exchange, and enumerate in a clear manner the grades thereof whenever necessary. They shall also have charge of the grading and classifying all type samples, and shall be entitled to collect for board shall hear an I decide on all cases of appeal from rejection of coffee on account of quality or condition, and their decision shall be final in so far as it affects any parties in interest who may be represented in the examination of the rejected coffee, or in the arbitration regarding the same, for which they shall be paid by the party in error lifeen cents per package. The by-laws provide a form of con-

tract for sales for inture delivery.

Coffee shall be receivable and deliverable in the Cottee shall be receivable and denoverable in the city of New York, south of Fourteenth street, or within the limits of the port of New York, only from or at such warehouses as may be recommend. ed by the board of supervisors, approved by the governing committee and duly licensed, as provided governing committee and doty heensed, as provided in sec. 93. Nor shall any delivery of coffee upon contract for future delivery, or to arrive be lawful, nuless said delivery is from or at a licensed warehouse, and nuless otherwise stipulated prior to the sale of spot coffee, the huyer may domaid that the coffee purchased be delivered from or at a licensed warehouse.

Commission shall be charged and paid under all circumstances, both upon the purchase and sale of contracts for future delivery, and where a "turn" involves two transactions, viz.: purchase "ituri" involves two transactions, viz.: parciase and sale, a commission will be charged on hoth, this rule being equally applicable to extension or transfer of contracts from one mouth to another. The rates of commission shall be as lollows: On packages of eight pounds gross weight or over, eight cents per package, and on packages below eight pounds in gross weight four cents per package, when the transaction is made for any party not a member of this exchange. The minimum rate to members of the exchange shall he four cents per package of under eighty pounds, gross weight, except where one member merely huss or sells for another, giving up his principal on the day of the transaction and not receiving or delivering the coffee, in which case the rate shall not be less than two cents for the larger and on cent for the smaller of said nackages.

The constitution and by-laws are very elaborate and provide carefully for the government of the Exchange and the transaction of a great business.

-New York Commercial Bulletin, January 12.

From the New York Commercial Bulletin, January 9 NEW YORK GRAIN SHIPMENTS-1881.

There was shipped from New York in 1881, to Europe, 72,76,312 linshels of grain, of which 53,255,728 linshels were carried by 1,302 steamers, and 19,020,584 hushels were transported by 554 sailing vessels. In 1880 there were 113,343,163 bashels shipped, of which 49,9605,759 bashels were bushels shipped, of which 49,500,579 hashers vere transported by 1,292 steamers, and 63,376,584 bushels by 1,789 sailing vessels. In 1879 there were 99,410,080 bushels shipped, of which 40,500,-058 bushels were carried by 1,056 steamers, and 58,910,022 bushels by 1,798 sailing vessels. evident by this exhibit that sailing vessels have seen their day as grain carriers on the Atlantic. For, while there were 41,067,851 less bushels shipped in 1581 than in 1880, the falling off is entirely in the amount carried by sail vessels. The decrease in the amount transported by sail is 44,356,000 bushels. On the other hand, steamers carried 3,289,149 bushels more than in 1880. During the latter pashets more than in 1880. During the latter part of the year it was very difficult for sail vessels to effect charters, and many of them were "fitted" for the transportation of oil. One fine iron bark which refused to earry oil, waited months in port for a grain cargo.

But the most unsatisfactory feature of the record of the year is, that not a solitary bushel of grain was transported to Europe from New York in an American vessel. In 1880 we did carry 1,328,436 hushels, out of a total of 113,343,163 bushels, but in 1881 not a bushel. In 1880 there were seven nationalities, Danish, Dutch, French, Portuguese, Russian, Spanish and Swedish, that carried less than we did, but in 1881 they all outstripped us and left us without even a place on the list.

At the rates of freight paid on Friday, namely, an average of 5d per steam to all European ports and 4s 3d, sail, to Cork for orders, the total amount of 43 3d, sail, to Cork for orders, the lotal amount of freight money paid to foreign vessels in 1881 for the transportation of American grain from New York to Europe was \$7,750,000. British vessels lead the record in 1881 as in 1880. In 1881 they carried about 52 per cent. of the entire shipments, against about 57 per cent. in 1880. Norwegian vessels stand third on the list, though they did not carry workling horters their standard and the result of the anything by steam, their vessels being sail. Last year they stood second in the record. Italy is second this year, carrying over five millions in both steam and sail bottoms. Russia carried by sail 3,736,856 bushels less than in 1880.

The following are the shipments by nationalities in 1881 :

SHIPMENTS BY STEAM AND SAIL IN 1881

	Stram, Bush.	Sail. Bush.	Total, Bush.
Austrian		2,330,759	2,330,759
Belgian	4,695,948		4,695,948
British	39,395,720	6,300,424	45,696,144
Danish	1,176,844		1,176,844
Dutch	1,295,710	50,235	1,345,945
French	2,074,894	68,283	2,143,177
German	3,988,562	194,376	4,182,938
Italian	529,699	4,914,299	5,443,998
Norwegian		4,308,712	4,308,712
Portuguese		338,375	338,375
Russian		130,507	130,507
Spanish	98,351	55,766	154,117
Swedish		328,848	328,848
m		0	
Total	53,255,728	19,020,584	72,276,312

No. of vs'ls. 1,302 554 1,856 We give the same for 1880 for the purpose o comparison:

SIMPMENTS BY STEAM AND SAIL IN 1880.

	Steam. Bush.	Svil. Bush.	Tobil. Bush.
American		1,328,436	1, 328,436
Anstrian		6,067,615	6,067,615
British	40,453,527	24,955,981	65,409,508
Belgian	3,509,094		3,509,094
Danish	1,181,392	81,156	1,262,548
Dutch	509,436	422,952	932,388
French	684,551	476,147	1,160,698
German	2,988,075	2,332,482	5,320,557
Italian	510, 763	11,587,961	12,098,724
Norwegian		14.147,226	14, 147,226
Portuguese		355,879	355,879
Russian		381,888	381,888
Spanish	129, 741	340.901	470,642
Swedish		897,960	897,960
Totals	19,966,579	63,376,584	113,343,163
No. of vs'ls	1,292	1,789	3,081

From the Merchants' Keniew, December 16 THE COFFEE AND SUGAR PRODUCING COUNTRIES.

ARABIA

Mocha coffee, while still considered the most delicately flavored, has the merit of being the parent stock from which all other coffees, except Liberian and some other African and a few East India sorts, have sprung, its superiority being in all probability due to the excellent soil and even climate of that part of Arabia.

Arabia forms a great peninsula, occupying the south-west corner of Asia. It is hounded on the north by Asiatic Turkey and Syria; east by the Persian Golf and the Arabian Sea; west by the Read Sea, Egypt and Syria, and south by the Ar-abian Sea. It is about 1,500 miles long from north to south, and 1,300 wide from east to west. Area in square miles, 990,000. The general aspect o in various directions with numerous ridges of mountains, none of which, however, attain to much elevation. Water is generally scarce, and there are no rivers or lakes of any size or importance. The hills along the western coast, or the Red Sea, are often of moderate size and elevation, covered in parts with a rich and varied vegetation, which contrasts beautifully with the surrounding waste. These favored spots are found mostly in Yemen and Omon, Araha, was divided by the ancients into three great olivisions: Arabia Felix, or the happy; Arabia Petraca, or the stony; and Arabia Descrta, or the sandy. These names are still in common use among Europeans, but are not known or recognized by the natives. The actual local divisions are Hodjaz, Yemen, Hadramont, Omon, Hajar and Nedsjed. In Araba Felix the culture is principally carried on in the kingdom of Yemen, toward the cautons of

Aden and Mocha. Although these countries are hot in the plains, they possess mountains e the air is mild. The coffee is generally where grown halft vay up on their slopes. When cultivated on the lower grounds it is always surrounded by large trees, which shelter it from the torrid sun and prevent its fruit from withering before maturity. The harvest is gathered at three periods; the most desirable occurs in May, when the reapers begin by spreading cloths under the trees, then shaking the branches strongly, so as to make the fruit drop, which they collect and expose upon mats to dry. They then pass over the dried berries a roller, to break the envelopes, which are afterward winnowed away with a fan. The interior bean is again dried bire being laid up in store. The principal coffee districts are Henjersia, Tarzia, Ouden, Aneizah, Bazil and Weesaf. The nearest coffee plantations are three and a half days' journey (about 80 miles) from Aden.
The soil has gradually been washed down from

the surnounding heights, and this forms its source of support. This is afforded by the decomposition of a species of clay-stone, slightly phosphoritic, which is found irregularly disposed in company with

a few pieces of trap-rocks, among which hasalt is found to preponderate. The clay-stone is only found in the more elevated districts, but the "odesta's, find a ready way into the lower country by the numerous and steep garges which are conspicuous in every direction. As it is thrown up on one side of the valley, it is carefully protected by means of stone walls, so as to present to the traveller the appearance of terraces. The plant requires in Arabia a moist soil, though much rain does not appear necessary. It is always found in greater haumance at places where there is a suring. The tree at times looks languid and half withered; an alundant supply of water to the root of the plant seems necessary for the full growth of the hean and its perfection.

At the close of last century the cursumption of enffee in the United Kingdom was under 1,000,000 pannils yearly, and the poly descriptions then known in the London market were Mucha, Jamaica and Grenaila. Mucha then sold in that city at £20 per ewt., and both West India kinds for £5 per cwt. This shows the high estimation in which Mocha was This shows the high estimation in which stocked was held from the very commencement. It has taken a long time to bring up consumption in England to a million pounds, for in 1760 the consumption was 262,000 pounds. When first introduced into England. 262,000 pounds. land about the middle of the 17th century, cuffee sold in a liquid state, and paid a duty of 4d, µer gallon; afterwards, until the year 1732, the duty was 2s, per pound; in 1824 it was settled at 6th per pound. Consumption had then reached 8,000,000 pounds per annum. Under the lower thity it reached 23, 000,000 pounds in 1831, and 26,000,000 pounds in In 1856 it liad increased to 32,000,000 Since then consumption has not increased much in England, at least not in proportion to the papulation, tea being a more popular beverage there. The consumption of Mocha would, however, be much greater, both in lingland and United States, among the rich than it is, if the latter could be sure that they always get the gennine article, and Mucha would under such increased demand probably command more than twice the value of Java and Padang, in view of the limited supply which has been getting less and less. In 1855 there were exported from Mocha 6,176 tons; in 1865 only 4,632, and during the years 1876-78 the export flid not average over 2,779 tons.

#### RIVER PLATE ITEMS.

From the Ruenos Aires Hernid, February 8.

—The merchants of Tucuman have sent a petition to the Hypothecary Bank requesting the establishment of a branch of the bank in that place.

—A lot of counterfeit bank notes of Otero & Co., of Coroldin, have been seized by the authorities and the counterfeiter, a man named Martinez, has been arrested.

—Messers Hullman & Co., of Barracas al Norte, manufacturers of preserved meats, have applied for permission to slaughter the carde used by them at any hour of the day as it may suit them to do so, it being absolutely impossible to them to abule by the present numicipal regulations in this matter.

—Branches of the Pravincial Bankare to be established next month at South Barracas, Flores and Belgrann. The operations of these branches will be limited to discounting bills and receiving deposits at interest. All these branches will be connected with the central establishment by telephone.

—The late storm, which swept with such disastrous effects over Uruguny, has been handly fell here, except at the Boca and Eusenala, which were inumlated, and at the Kiachneln, where the works recently constructed there at a great cost have been covered with several feet of water, proving, af course, a deal failure.

—Messis, G. Alherto Molinas & Co. have asked the national government for a monthly subvention of a themsund perior furcher for placing a large steamer on the sunthern line as far as the Straits of Magellan. This steamer will carry, gratis, to the intermediate ports all the cargo which the maritime authorities may wish to send. It will make a round snyage every two months.

—From Uruguay, harring lotteries and bull-fights, we have mithing further to report than the late very disastrius storm, the losses from which, in uncelepartment above \$\$100\$, amounted to sixty throusand dollars in gold and a number of lives. In Montevideo there were, happily, no fatal accidents, but the losses, particularly that of the Spanish corvette Consuch, will be sorely felt.

—The ministry of the interior has received a note from the national department of engineers, in which is reported the present condition of the works of prolongation of the Audine railway. The road is completed to a distance of 18 kilometers from San Luis, and a locomotive and a waggon pass over it with the implements and provisions. From San Luis to Villa de la Paz the embankment is nearly finished for a distance of to kilometers, and it will soon be ready for the rails. The report states that nothing is wanted but more men for carrying out this important work.

—A gentleman residing in Rio Grande do Sul, writing to one of our subscribers in this city, says. "In never in my life cause in counted with a people so given up to triviabilities as the Brazilians. At this moment money is being collected for the fooleries of Carnival and yet half the offices are going to rulu from the want of trade. As a type of these people I may tell you that the chanther of commerce invited a marine surveyur, who happened to be on the casts, to come to Rio Grande to report upon the state of the bar. He came, his fees and travelling expenses amounted to £180 sterling. When he was going away of course he wanted his maney, and the chanther had to collect subscriptions from the tradespeople although this same chamber only a fortnight helore had given £500 sterling towards a hall tecause lables were not invited to the laying of the first stone of the new railway. \*Rio Grande progress'—£500 for an evening's amusement; 'm' for the very life of their trade and commerce."

—The elections which have just taken place have come to show, once mine, how much we have still to learn in the science of self-government. Perlimps, all things considered, and until the people do know their rights in these matters, and how to use them for the public good, things are better, or at all events, as well as they are, but it is a melancholy fact, notwithstanding, that what are called elections here, are neither more nor less than the declaration of the choice of the ruling faction for the time being. Thus the elections on Sanday were, practically speaking, the declaration, in town, enuntry and provinces, of candidates who had been leisurely selected weeks ago and whose career in office will doubtlesses insure the continuation of the power of the present ruling party.

### PROVINCIAL NOTES

—The January receipts of the Ceará postoffice amounted to 1,396\$100.

—The January receipts of the Ceará custom house amounted to 131,374\$78\$.

—The January receipts of the Maranhão custom house amounted to 253,420\$267.

-The Para provincial treasury had a surplus of 1,570,237\$574 on the 31st of December last.

—The receipts of the Para custom house during the month of January were 1,077,164\$704, against 530,844\$719 in 1881, and 542,557\$694 in 1880.

--During the financial year 1879-80 the postoffice of the province of Minas Geraes yielded a revenue of n6,451\$650, and cost 180,697\$025.

—The receipts of rubber at Pará in January were 1,336,000 kilos, and the exports 1,504,000 kilos. The cacáa receipts were 450,000 kilos; no exports.

—The receipts of the Porto Megre moza de rendar for the half year enting December 31 last were 235,-160\$141, against 160,39\$\frac{2}{7}41 during the same perind of 1880.

—The province of Rio Grande do Sul imposes import taxes of 5 per cent, upon the rum coming from other provinces, and from 2 to 5 per cent, upon soap, candles, tobacco and suuff of similar origin.

—A recent relativity of the vice president of São Paulo gives the present slave population of that province as 144,443 persons in all, of which 74,313 are males and 70,130 females.

—In the Pará post-office they are accustomed to deliver newspapers some fifteen days after receipt; and sometimes, not at all. It is becoming almost flagrant enough to deserve the attention of the govcument.

"The Diarnolo Gram-Pari of the 2nd inst. relates that a disgraceful fight necurred in the Para postoffice the day hefure herween two of the superior employees. Unfurtunately it was not a case of Kil-

—According to observations made by the Sao Paulo Railway Company the average rainfall at Santos from 189 to 1878 was 2.4 meters per annum. The average number of days of rain during the year was 138. On the Seria do Cultatio, from 1873 to 1878, the average annual rainfall was 3.5 meters.

The municipal council of Bragança, São Paulo, has resolved to reduce the tax on husiness houses in the outlying subarbs from 500% to 150% per anum. As this is a "protective" tax for the business houses within the village, perhaps the Associação Industrial should be consulted hefore reducing it.

—The municipal council of S. Vicente, province of São Paulo, objects to providing a place for nonactualities in the public ecemetery. The cuncil helieves in respecting the wishes of the majority of the people. We would call the attention of immigrants to S. Vicente as a destrable place to avoid.

to S. Veente as a nestratic place to avoid.

On the night of the 5th inst. five men obtained admittance into the house of Autonio José Martins de Figneiredo, at Jacaré, Pernambuco, after which they threw themselves apon the unfortunate man and silled him before his wife and children. Figueiredo was stabled in ten places, two nf which were mortal. Three of the assassins were afterwards cap-

—The January receipts of the Alagóas custom house amounted to 122,889,469.

—The criminal statistics of Pernambuco, as far as known for the month of January, report 50 cases, of which 8 were murders.

—After denouncing lotteries in the most unqualfied manner, the *Correio Paulishmo* inserts a full page advertisement of the Ypiranga lottery.

—The city of Pernambuco has issued honds of 2008, bearing 7 per cent., to the amount of 51,241\$ in payment of a judgment procured against the city hy Antunio da Costa e Så.

—Owing to the increased price of fresh beef the municipal council of Fortaleza, Ceará, has obtained an authorization from the president of the province to horrow 4,000\$ to prevent inconveniences from the clevated prices. The measure is just a little vague, but it is undoubtedly all right.

—Five proposals for the construction of a theatre were opened at Mandos, province of Amazonas, on the 23rd ult. The estimates vary from 115,000\$ for a building to hold 600 spectators, to 491,798\$520 for one to hold 2,000. The 20 reis in the last estimate should not be overlooked; it signifies exactness. We have yet to learn what the province of Amazonas has to do with a theatre.

—An assassination took place at Dous Corregos, numicipality of Piracicala, São Panlo, on the carty moraing of the 11th inst., a planter named Toblas da Rocha Campos heing shut while in hed asleep. He was killed instantaneously. The weapon used was his won gun which a son had loaded the day previous. His wife, who had not occupied his room for many months, was arrested on the 13th for the crime.

—In the death report of the Guzeta do Ivva, São Paulo, of the 14th inst, there appears the following entry: "Justina; 8 years; slave of José Augusto da Silva Sobra!; consumption." As the emancipation law specified that no children born after September, 28, 1871, should be slaves, how is it that a girl of 8 years's registered in São Paulotas a slave?

law specified that no cumified norm after september 28, 1871, should be slaves, how is it that a girl of 8 yours's registered in São Paulstas a slave?

—The husiness houses of Pará are complaining again of their postoffice. This time a French mail for Pará, arriving by one of the Atlantic steamers, was sent un to Mandao, occasioning a delay of over a week. The Pará postoffice is probably one of the worst administered offices in existence, and would be a digrace even in Turkey. Complaints have been made so often, without effect, that it seems useless to waste any further time in the u. The case demands something stronger.

—The city of Campos is complaining af the high cost and had quality of its gas. The January cust was 1,975 \$500 for 150 lights, which Dr. Portella asserts to he emal to not more than 6-camille power each. At this rate the annual cost will he 23,706\$, which is further increased to 28,356\$ hy kerosene tamps. Dr. Portella reports to the city council that a plant of the Brush Electric light can he put into operation at a cost of 32,000\$, and that the cost thereafter will be only 12,000\$ per annum. He recommends electric lighting.

### RAILROAD NOTES

-'The January receipts of the ''Macahé e Campos' railway were 83,537\$380.

—The Dom Pedro II railway has suffered heavy damage from land slides during the recent heavy rains.

A continued interruption for many days took place on the Cantagallo road between Cachoeira and Nova Friburgo, hecause of heavy land slides,

The December receipts of the "Recife and Li-

"The December receipts of the "Recife ao Limoeiro" railway were 30,5718460 and the traffic expense 20,207\$290, leaving a surplus of 10,364\$170.

The receipts of the Permambuco suburian rail-

—The receipts of the Pernambuco suburnal rainway—the "Recife & Olinda e Beleribe"—Auring the year 1881, amounted to 180,138\$640 and the expenditures to 15,336\$492, leaving a surplus of 64,802\$-148. The road carried 1,006,856 passengers during the year.

—The revenue of the São Christovão tramway company during the year 1881 was 1,470,456\$500, and the expenditures 838,2365689, leaving a surplus of 632,229\$811. The dividends amounted to 13 percent. Ior the first half year, and 15 per cent, for the second

—The French government is said to have intimated to the leading railway companies in France that if they will reduce passenger fares 50 per cent, goods traffic 20 per cent, and carry merchandise by the quickest route, the duties which are at present levied on the traffic receipts will be abolished.

-The traffic returns of the "Porto Alegre a Novo Hamburgo" railway, of Rio Grande do Sul, for the last two years were as follows;

Receipts ... 99,2105970 110,0355450
Expenses ... 134.537 600 124,803 970
Interest (guar'd)150,490 450 157,500 000 (about.)
The interest for the last hall of 1851 has not yet been paid, but will not fall short of 80,000\$; for the first half it was 77,318\$180. The road has a mortgaged indebtedness of £322,963.

—The formal inauguration of the railway connecting Baturité and Canôa, Ceará, took place on the 2nd inst. The road has a distance of 10 kilometers.
—The municipal council of Tatuhy, São Paulo, has petitioned the provincid assembly for a guarante of 7 per cent on a capital of 600,000 to be invested in a branch from the Sorocabana railway to that place.

#### LOCAL NOTES

—The Brazilian exhibit at Buenos Ayres will include a café.

-The government has granted a five years' privilege to Morris N. Kohn for a maritime telephone.

—Our readers will be pleased to learn that Dr. Salvador de Mendonça, Brazilian consul-general at New York, is preparing an official report on the substitution of free for slave labor in the United States.

—The dividentls of the S. Christovão company last year were 13 per cent, for the first half year, and 15 per cent, for the second. The public now awaits some remarks on enormous profits from the Globe and a. b. Times.

—Two imperial decrees of the 11th inst. concede a 6 per cent, guarantee on a central usine at Campos and another in the parish of Guarulhos, on the Rio Murahy. The capital of the first is fixed at 750,000%, and of the second at 450,000%.

—The number of immigrants received at the Saule hospeduria in this city between the 1st of August last and the 31st ult. was 7,223, of which 4,912 were Italians, 1,156 Portuguese, 642 Spaniarls and 429 Germans. There were 16 Indians in the aggregate, which it is rather thifficult to class as inosignatus.

—The many friends of Captain Raffle, of the American baak Appuidneek, running between Baltimore and this port, will regret to hear of his death, which took place at Hamptun Roads on the morning of the 5th uit. His death was occasioned by an attack of pneumonia. The Aquidneek was en route for this part.

—The latest returns place the number of enecessions granted by the government for central usines at 34 with a guaranteed capital of 22,500,000\$. The state guarantees 7 per cent, on 9,400,000\$ of this total, and 6 per cent, on 13,100,000\$. There still remains 7,500,000\$ to be provided for under the law of November 6, 1875.

The vacant presidencies of the province of Sao Paulo and Rio de Janeiro, for which there has been so much difficulty in fluiding occupants, have finally been filled by the appointment of Counselor Francisco de Carvalho Suares Brandião to the Francisco de Carvalho Suares Brandião to to the latter. The first was the late president of Rio Grande do Sul.

—The countract for the southern coasting service

—The contract for the southern coasting service with the Liverpoot, Brazil and River Plate Navigation Co. expires on the 30th June next. The company is receiving a sub-irly of 240,000\$. It is announced that the government intends to exact better terms, by reducing the subsirly and increasing the frequency of voyages. It is also said that the Companhia Nacional is arranging to put in a bid for the service.

—The Sao Christovão tramway company has finsuccessed in changing its president—Dr. Bezerra de Menezes making way for Dr. Passos. The oli administration goes out with little regret, and the new one comes in with promise, and will probably prove to be a most brilliant one. If the company can only arrange for a maritime depot, the new president will be in his element—shallow water.

—The committee of the Centre da Lavoura e Commercio, under whose management the late coffee exposition was held in this city has transmitted samples of coffee for foreign exhibit as follows:

This gives a total of 1,110 bags, containing an aggregate of 55,500 kilos of coffee, whose estimated value is 20,000\$. The samples are consigned to the Brazilian consult of the several places named, who are charged with making a satisfactory schibit.

—On the 14th inst. the English Bank of this city

—On the 14th inst. the English Bank of this city shipped a package containing 380,000\$ in cash to Pernambuco per the French packet Equateur of the Messageries Maritimes line. On the 21st inst. a telegram was received stating that the money had not been received, and that the Equateur had continued her voyage. An investigation of the matter at the company's office in this city developed the fact that one of their employees, named Daumas Felix, had secured a leave of absence for visiting São Paulo, but had embarked on the 16th out the Pacific packet Galiera, for the River Plate. Suspicion was at once fixed upon Felix as the party accountable for the ilisappearance of the money, and a dispatch was sent to Montevideo for his apprehension. Fortunately the lugitive was found in quarantine on Flores Island, and a search resulted in the 15th of the whole amount missing excepting about 2,000\$.

From the Globs, February 11.

NEW PROCESS OF OPERATING IN COFFEE.

The practice which has some time since been introduced in this city for effecting transactions in coffee has become more consistent since the beginning of this year and secura to us to offer serious inconveniences, considering the basis on which it

The ensuccedures and exporters are now effecting their operations of sales and purchases through the respective brokers, but they keep the transactions secret and give publicity to their only when they consider the opportunity favorable to certain interests, that is 15 or 20 days after the transactions are

What are the objects of the secret surrounding

this process?

It does not seem to us difficult to explain them.

In the first place the object is to hide from the commissarios and the sellers the real state of the stock of coffee,

In the second place it is to keep secret the total amount of exchange to be passed against the sales of coffee.

We do not contest the right of the merchants to

We do not contest the right of the merchants to lay hold of this new way of realizing their operations; on their part it is no more than a commercial recourse in benefit of their interest.

The same, however, cannot be said with reference to the part which the brokers take in this business and which, it seems to us, goes counter to good commercial practice. The coffee brokers, who enjoy public confidence, lending themselves thus to this secret process of doing business, help to create a situation for which they are directly responsible. Not only that they can keep the commercial community well informed of the operations which are realized, but they also make it impossible to know the real state of the stock of offee, the principal product of export of the country, which latter is most nearly affected by the inconvenience resulting therefrom. ing therefrom.

Nobody, we are sure, will contest the foundation of these our observations which have, besides, beer nade by persons more competent and interested in

#### ( OMMERCIAL

February 23rd, 1882.
Par value of the Brazilian mil reis (1\$000), gold 27 d. do do do in U S.
coin at \$4 84 per £1. stg. 54 45 cents.  do \$r,∞ (U. S. coin) in Brazilian guld. r\$837  do of £1. stg. in Brazilian gold 8 889
Bank rate of exchange on London to-day 20½ d Present value of the Brazilian mil reis (paper) 759 rs. gold do do in U.S.
coin at \$4 80 per £1, sig. 41.00 cts Value of \$1.00 (\$4.80 per £1 sig.) in Brazilian
Value of £1 sterling (paper) 2 439
EXCHANGE.
February. 14The rates of the banks to-day were:
2034 on London 458 on Paris 257 010 on Portugal
The marker appeared somewhat firmer and fair transactions
were effected in bank paper on London at 2014 on hanker
and 20 13116 on head offices. Private paper was negotiated
at 20% on London and 455-456 on France. Sovereigns
11\$750 sellers, 11\$690 buyers.
Febr. 15 -There was no alteration in the rates of the bank-
and the market continued firm without, however, any trans-
actions worth recogling. Sovereigns r1\$730 sellers, 11\$680

buyers.

Febr. 16. —The market to-day seemed weather though rates of the banks confined as before. Small transacri were effected on London at 20½ bank and 20½—2015 private paper. Sovereigns sold at 11\$740 and 11\$750 the 28th. Instant.

the 28th, Instaal.

Peter 1,7—The market opened in the same conditions as yesterday, the banks drawing at 20½ and private paper being negotiated at 20½. In the afternoon the market became flat and the banks withdrew their rates, some trunscations being subsequently effected at 20½ bank and 20½—20 rapp (pivete paper. Sovereigns sold at 11350 cmsh.

Febr. 18.—The Banco Commercial affixed to-day the following rates:

Febr. 20,-The Banco Commercial maintained the following

11\$780 buyers.

Febr. 21.—The market to-day was paralysed on account of the Carnaval; the banks drew at 20½ on London and cor-responding rates on other places but no transactions were

reported.

Pebr. 22.—The Banco Commercial adopted to-day the following official ness: of on London 404 on Parts.

2017 on Portugal and the other banks also drew at 2015, but the business done was very limited, both in bank and private paper, the latter being negotiated at 20 1116-205/ on London and 439 on France. Swereigns 118830 orders, 11830 buyers.

Feb. 23.—The market opened to-day in the same conditions as yesterday.

SALES OF STUCKS AND SHARES.

2		,065 0
53		1,007 0
23		,a68 c
100	Leopoldina R R 28 th inst	220 (
50	Alto Muzialié RR	45 0
51	Carangola RR	190 !
26	Scrocahann Debentures of £50	91
113	Banco Predial hypoth, n. of Dec	79
22	Banco do Brazil hypoth. n. (7 c) [mits. s.].	92
F	ebijiary 14.	
40	Six per cent apolices	r,068
16		1,067
oo\$	do of small amounts	1,050
00\$	do	1,055
150	Leopoldina RR	220
150	do for April 30	227
427	Macahé e Campos RR	230
7	Soroeabana R.R. for Feb. 28	106
100	Previdente Insurance	18
20	Macahé e Campos debentures (onts. sale)	91
1	Pebinary 15.	
63	Six percent apolices (outs. sale)	1,067
32	Banco do Brazil,	288
150	do	286
100	Ennco Industrial	232
8	do	231
10	Banco Mercantil de Santos	240
15	Fidelidade Insurance	220
30	Alliança Insurance	29
5	Argos Flumineuse insorance	531
250		220
5		195
49		199
201	do	200
47	S. Paulo e Rio R.R with subsidiaries (o. s)	185
	February 16.	
28	Six per cent apolices	1,065
36	do (outs. sale)	1,065
	Dance Marcontil de Santos	210

6	do (outs. sale)	1,005 0
2	Banco Mercantil de Santos	240 0
0	Sorocabana R R	105 0
0	do	log o
0	Carmagens Fluminense	165 0
g	do	160 0
o	S. Isahel Rio Preto	180 o
5	S. Paule e Rio without subsidiaries	165 0
ю	Brazil Industrial	221 0
	Carris Urbanos (onts. sale)	247 0
0	Garania Insurance	160 o
ŀ	Pebruary 17.	

18	Six per cent apolices	t,065 000
10	Bauen do Brazil	286 000
3	Banco Rural (onts. sale)	283 OCC
350	Sorocabana R. R	105 000
50	do (onts sale)	107 000
11	Carangola R. R	190 000
7	Perropolis R R	160 000
66	Carris Urbanos	240 000
1,30	Carris de Pelotas	23 000
180	Navegação Nacional	300 000
20	Associação Commercial	150 000
53	Banco Predial hyp. n. without int (outs.s)	79 %
F	ebruary 18.	

	columy io.	
ro	Six per cent apolices	1,066 000
100	do (outs. sale)	1,070 000
5	do of 200\$	212 000
40	Banco Roral	275 00p
3	do	276 000
30	Banco Industrial	232 000
70	Leopoldina R. R	223 000
50	Integridade Insurance	71 000
30	Carris S. Christovão	380 0∞
100	Navegação Na till Mai 31 huyers option.	305 000
40	Macahé e Campos debentures	92 "/6
118	Banco Predial hypoth. n. withoutint. [o. s.]	79 'lo
F	ebruary 20,	
25	Six per cent apolices	1,065 000

25	bix per cent apolices	1,005	4
roo	National Loan of 1879	1,170	(
46	Banco do Commercio	214	c
30	Banco Industrial	232	Ç
25	Previdente Insurance		(
50	do fours.sj	18	ζ
	Garantia Insurance		
26	Suracabana R.R	ro6	(

MARKET REPORT.

Rio de Janeiro, Feb. 23rd, 1882. Experts.

Coffre — Our last report was on the 14th instant on which day, as we then mentioned, currency puces were aised so ord sper to kinds for the beat and lowest grades and 1000—120 refs per to kinds for the medium ones; since then no further alteration has taken place.

In view of the more favorable advices from consuming

In view of the more favorable advices from consuming countries the market here has become very firm but only a finited amount of business has been transacted on necount of the continuous heavy rains which have interrupted the railword communication with the meterior and prevented supples consing to market. Daring the last 6 days only-9,6 to bage or 1,6-9 hasp per day have arrived, and the daily average since the 1 st instant is reduced to 4,849 bags.

The sales where the 14th instant amount to 72,290 bags.

The clearances have been:

Omice	t states:	pags	hith
Feb. 14	New York lir str Memnon	21,264	1
17	do " Bessel	23:188	W
17	do Br bgn Rosella Smith	11,103	
18	Baltimore Am bgn Alice	3,860	
18	do Am bk New Light	7,678	
18	do Arg shp David Stewart	11,394	Tu
20	Galveston Br bk E D. Bigeiow	3,500	h
Europ	¢.		H
Feb. 13	Hamburg Gr str Rosario	9,872	A
14	Bordeaux Fr str Equateur	2,043	
17	Antwerp Gr str Graf Biemark	1,800	
18	Gibraltar f o. Br bg J. B. S	3,500	buc
30	Hamburg Gr str Argentina	3:511	Dia
20	Liverpool Br sir Iberia	570	Sug
22	Elsinore Dan bgn H. I. Baagoe	2,850	Col

Elsewhere:	
Feb 15 Valparaiso Br str Receipts since the 1st ins	
4,849 bags per o	day same per, in Feb 1881

3, 799 4,945 9,910 7,065 7,173 1879 We quote, per 10 kilos:

ind on this said and Been inter	or ilanor.			
P	o kilos	per cwt	per lb.	
Prime United States	4:550mm	45/8	9.91	cu
Good "	4,100-	41/9	9.05	11
fair to good ,	3,950-	49/5	8.75	))
Fair ,,	3,850=	39/6	8.55	))
Good Channel	3,550=	36/10	7.96	1)
Fair ,,	3,350==	35.1	7.58	"
Low 11	2,750	29/11	6.44	11
if. o. h. ex freight and com-	nission. e:	xchange 20¾	in ste	rlin

(f. o. b. ex freight and commission, exchange so (in stering and at per in American gold.) Stock is estimated to day at 89,000 logs which present a very poor assertment. Y. S. —To-day the currency quotations are raised 130 to 140 reis per 10 kilos for all grades.

#### Importa.

Import.

Imp

Trieste	22\$500-23\$000
Gallego	22 000-22 500
Haxali	22 000-22 500
Динюр	22 000 -22 500
O'Dance	21 000-21 500
Mc Cance	21 000-21 500
Baltimore	21 000-21 751-
Sr. Lonis	20 500-21 750
River Place	19 000-20 000
Chili	17 000-17 500

The market is flat with a downward tendency in prices. Pich fine... The arrivals have been: 306.553 feet per Viciginia. L. Shifford from Pensacoli which had been said before arrival at 438-500 per duzen. The market continues firm at 43\$000-44\$000 per dozen. B'hite pine.-No arrivals. Market well supplied. We Britz pint.—An arrivals. Alarker well stippined, we quote from pinto (its per foot according to quality.

Spruce Pine.—The arrivals consist of 50,845 feet per Conte d'Eu from Halifax which are not yet sold.

Marker from at 38\$000 per dozen.

Swedish Pine,-No arrivals. The market continues from

Struction Plane—No arrivals. The market continues funa at 41 \$500 per dozen fan pinne quality.

Cond.—There have been an ordivals since our last report.

Prices remain nominal in the obsence of sales.

1939. A structure of the sales of sales.

1939. The market remains flat ar 68 reis per lato for prime alfafa from Rosario.

The market remains flat ar 68 reis per lato for prime alfafa from Rosario.

Brune—Arrivals: 96 bags per 18eria from Valgaraian.

The market continues firm ar 35000—338 too per bag.

Intitian Corn.—Arrivals: 370 bags per Equation from Rive Plate.

Market firm ar \$2000—\$500 per bag.

Cornent—No ornivals and prices unchanged

We quote:

English 7\$5000—8\$000

Gennan 6 2000—6 500

French 7 5000—8 000

Batter—There is no change in the market. We quote:

Beer .-- Arnyals:

Cadfish -No arrivals.

Market continues firm at 24\$000-26\$000 for tubs and 25\$000

Arrasme — There have again been no arrivals but the market is fairly supplied.

We quote to-day 7\$000—7\$100 per case for Devoe's

We quote to usy yaBrilliant.

Land.—The arrivals consist of
yoo kegs per Glennfy from New York
which are not yet sold and which are et a New York brand
hitherto not imported here.
The market's quiet and prices somewhat lower.
We quote:

450-460 reis per lb. for George
Jenkins

450-450 reis per lb. for
440-450 n n n n
440-450 n n n n
Turpentine — No arrivals.
Market firm at 600-650 reis per kilo.
Reisk, — No arrivals.
Market firm at 95000-9\$500 per barrel.

-The January receipts of sugar and cotton at Pernam-

ico were as follows!	-	
	1882	1881
gar.,		372,123 bags

### SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

FEBRUARY 16.

As 0—Sp lik Force Heurique: 263 tons; Gispart; 30 ds; jerked beef to F. de Figueiredo & Co. FEB. 18.

FEB. 18.

HAMDENG—No. bgin Granfue; 286 tons; Thompson, 66 dissimilies to Wille-Schmillinkly, & Co.

RICHIASON—Dir Ing Mary, Front, 305 tons; Williams; 43 dx

flour to F. Chemerte & Co.

PAYAMENT—Sp. sink Union; 165 tons; Limonis; 20 dx jerked

Leef to C. V. Oliveira e Compos.

Deef to C. V. Oliveira e Compos.

FEB. 19

PENSACOLA—Bt bls Virginia L. Stafford; 482 tone Phillip.
75 dis; pine to order.
Carro of G. H.—In bls Silver Clond; 154 tone; Lachlon; 38
dis ballost to Norton Megaw & Co.
RONATIO—Bt & Edivla; 253 tone; Davies; 21 dis hay to Backheuser & Meyer.

DEPARTURES OF FOREIGN PESSELS.

FEB. 13.

Buon—Bi shp Birmingham, 1423 tons; Moore; ballast.

RANGION—19 shp Biriningnam; 1423 tons alone, out. FEB. 14. GALVESTON—Br bg Aven; 245 tons; Gilan; coftee. New Orleans—Br bk Siberia: 1291 tons; Wison; ballast.

www Unleans—Bt DK olbetta: 1291 tons; Wison; ballast. FEB. 15. Point Elesabrid—Sw bk Feikla: 391 tons; Landergren; coffee.

codlec.

New York—Br lug Polly; 245 tone, Evans; coffice,
Anacayl—Br big Exact, 186 tons; Bisson; bellast
EEE, 13,
BARHARIUS—Br big Day Shir; 326 tons; Cogan; bullast,
FEB, 18.

N. Vork—Br biga Exactlia Smith; 517 tons; Penfield; coffee,
Rio Grasson; in Sti—Dutch selle Sica-Farihe; 158 tons; Stel, auditas.

Set. sundries.

FEB. 19

Baltimore—Ang ship David Stewart, (86 tons; Holt, coftee.

—And be New Light, (24 tons; Snow; coffee.

—And be Alter, 31 tons; Bensuit; coffee.

FEB. 20.

MINITERING—Spiling Annihold; (22 tons; Roses; ballast.

—Spiling Marailand; (86 tons; Font; sandries.

Frasamaxi—Fort by New Tencolous; (19) tons; Lessa; sundries.

sundines. FER, 21. Bardandes—Bi ble W*ayfaver*: 697 tous: Thurber: ballast. Paranagua—Sp bgu *Roger de Flore*: 174 tous: Alsina: ball't.

—The lt. bk. Stella Gazzolo, from Cadiz for Monte Video, as been wrecked. Crew believed to be saved.

-The Br. str. Fonguited, from Birenos Ayres for Havre, pin into Lisbon on Jan. 16, with cargo on fite.

-The Albert, for Bahia, which put back to Liverpool on Jan. 5, docked on Jan. 10 and is reported leaky.

—The Nur, bk. Cipellis, from Hamling for Rio de Janeiro, general cargo, was damaged by ice off Krantsaud, and would have to return to Hamburg.

—The Expend from Paraba was in collision in the river Mersey on Jan. 17 with the Eliza Ann; both vessels suffered

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, FEBRUARY 21st, 1882.

AMERICAN
bgn J. Sherwood | 15 ar 25 New York F. Clemente & Co. ling A. J. Bonner | 488 | 75 New York F. Clemente & Co. ling A. J. Bonner | 488 | 75 New York F. Clemente & Co. ling A. J. Bonner | 488 | 75 New York F. Clemente & Co. ling A. J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bonner | 488 | 75 New York F. Clemente & Co. ling J. Bo

bk N. Curiolan . 308 /eb 12 Kosario . Brandes & Co.
GARRIAN
D. Chief I . 226 | Dec. 20
Ment Video Sura Fry & Roch
Korio . 306 | Sept. 20

hk Maria Sophia 327 | 329 Feb | 320 Feb | 320

FIRTTOFRSE, by Idador... 177 Nov. 8 Rio Grande To order born Carneiro I., 165 Dec. 18 Port Alegre Carneiro & Irnão bic Cerc.... 324 Jan 12 Boa Vista. J. A. G. Santos his Novo Sistencio, 350 16 Ringroviço 666 16, Bea Vista. Bastos & Soura Born Terreiros 236 23 J. Terreira To order 18 Arcana ... 536 Feb 3 Oporb... M de Oliveira & Ce

#### GOVERNMENT BONDS NOMINAL VALUE QUOTATION Seneral Apolices, currency...... 339,069,100\$000 335-391,12010 84 % 600 000 400 000 2,151,600 000 1,990,400 con 4 % 119,600 000 Provincial apolices of Rio de Janeiro . 500 000 200 000 1,000 000 500 000 7,489,500 000 2,729,600 000 21,600,000 000 6,400,000 000 1,290\$000 50, 235, 000 000 National Lunn of (879), gold . . . . . . . 1171/2 170 44,820,000 000 1,065,000 000

DANIER AND DUDIER COMPANIES

BANKS AND PUBLIC COMPANIES									
CAPITAL	SDAKES	â	VALUE	4.2 0	NAMES	RESERVE FUND	LAST QUETIL	LAST I	DIVIDENII
CAPITAL	AD.	ž.	Š	3			LIUN	ам'т	PAID
33,000,100\$	rńs.ou r	All	200\$	All	Banco do Brazil	8,754,213\$981	283 \$noo	1114000	Jan. 1882
S.nont.ong	433,301)31	Alf	200	All	Rotal e Hypothecaro	2,118,943 088	277 UOO	10 000	fan. 1882
12.110),000	60,004	25,000	200	All	Commercial do Rio de Janeiro	1,102,841 857	236 000	9 000	Jan. 1882
(LOH),000	50,000	Ali	£211	L DI	English (limited)	575,1100 000	232 010	8 sh 8 ooo	lan. 1882
0,000,0333 4,001,000	30,040	5,000	2110	All	Mercaniil de Santos	220,414 250	240 000	10 000	fan. 1882
L.HOM. HOO I	20,000	Luinao	2110	All		12,123 336	145 000	5 500	Jan. 1882
f 1.0001,000	94,000	All	£ 20	L Lu	New Lomban and Brazilian	€ 165 000		11.5	Oct 1881
12,000,000	un,om	15,1900	5001	30112	Banco do Commercio	517,253 013	511 000	8 000	Jan. 1882
1,000,000	5,1100	All	200\$	All	Petropolis	83,730 470	160 000	5 500	Jun. 1882
7,500,000	37,500	14,3811	200	All		103,795 128	230 00H 92 "/ <sub>0</sub>		,
	-	- 1	_	2511\$	ilo do ilelientures Paulista	_	92 "/"	614 %	interest
15,000,000	20,000	25,000 All	200 200	All	Sorocabanii	2;8,6q1 200	100 000	8""/"	June 1880
4,000,000	20,11111		_	6 50	do delientmes		01 %	6%	interest
****	-		- 1	100	ds do	. ~	91 % 83!6 %	6 %	interest
2,4)10,010	12,0000	A11	2000	2003	do prefeired oh	81,320 279	273 H00 200 000	7 DOD	July, 1881
2,000,000	DI.000	All	2301	All	Nictherovense	_	25 000	032 70	micrest
600,000	3,300	All	2041	All	Nietheroyense. Campos a S. Sehastiña.	_	25 0000 Noiti		
10,665,1101	53,325	30,00 81	2011	- (11)	S. Panbre Rinde Janeiro	-	105 010	-	July 1881
-	***	_		-	S. Panhe e Rio de Janeiro	~	175 000		
800,000	4,000	All	2)(1)	All		34,000 000	Num	614 0.0	Feb. 1881
					TIGUIVAYS				1
4,000,0001	\$0,300	ah, 919	231))		S Clpistovio	183,493 950	38n ann	13 900	July, 1881
2.000,000	7,000	All	2)11)	All	Botanical Gaplei	18.705 188	125 000	5 000	July 1881
700,000 1,200,000	7,0HH	All	200	All	Pernambuco	16,435 451	110 000	8 000	July 1881
540,000 800,000	2,700	All	2000	All	Pelotas		23 000		
800,300	4,000	3,1000	2)9)	All	S. Linz (b) Maranlián	-	125 000		Iou. 1882
1,200,000 2,000,000	10,000	31,500 All	200	All All	Poeto Alegre	20,000 000 106,115 215	125 mmo 234 000	5 000 7 500	
2,000,000	10,000	7,000	2011	All	Villa Label. Montevideo Nirtheny.	2,800 um	1 500	, ,,,,,,,	,
1,210,000	10,000			1	Nirthenry	_	1 250		
1,200,000		A11	2004	All	Bruxellas		19 0±0 240 000	10 004	July 1881
5, 400,000	27,000	A11	200	500\$	debentures	17,981 663	90 %	6 %	interest
_					TOLL ROLDS	í		1	
1,800,0110	6,000	All	300	30%	Cuia de Industria	180,000 100	103, Holl	15 000	June 1879
180,000	1,800	A11	100	All	Magé e Sajuicata	_	Non	1	
4,000,000\$	20,000	All,	200%	(A)1	Renzileiro de Navestação	507,423 781	238 mm	10 000	Jan. 1882
000,000	3,000	All	2133	1600	Vispirito Santo e Compos Unito Nicthenoyense	309,000 000	85,000	6 000	Jan. 1882
200,000	1,000	91.2	2101	113	Unition Niethensyense		85 000 Хош Хэнц		i i
640,000	3,200	3,108	200	All	Ferry	89,172 015	130 000	8 1100	Jan. 1882
£ 750,000	50,000	12,419	6 15	- Si	Paulisto Amazon Steon Navigaton	6 50,000	149 000		July 1881
150,000	750		200			_	pop and	d	
2,001,000	10,000	All	200	All	Nacional de Navegoção S. Joàx da Barra e Campos	170,908 830	300 000	10 000	Oct 1881 July 1881
600,000	3,100.0	1,778	200		INSURANCE	12,300 000	100 000	10 000	Jing 1001
8,010,000	S,om	4,3130	3,000		Fidelidade	225,000 DEA			Jan. 1882
3,000,000	3,0001	All All	1,000	25%	Aigos Fluinmense	305,794 780 172,750 000	531 000 141 000	34 000	]an, 1882 ]an, 1882
2,500,000 800,000	2,500	All	1,000	250	Nova Permanente	184,123 763	360 000		lan' 1882
500,000	;100	All	1,000	DIO	Nova Regeneración	21,418 722	Non	6 000	Jan. 188a
4,000,000	20,000	10,000	2110	20	Confiança	250,000 000	50 000 71 000	30 "/ap a 4 Hot	Jan. 1882 Jan. 1882
8,01111,000	40,000	10,000	2101	50	Dregridade	250,000 000 134,209 1100	71 MM 18 040	4 Hot 2 400	Jan. 1882
5,000,000 1,010,000	50,000	25,itori All	2)(1)	100	Popular Fluuixense	181.428 7(0)	20 000	5 LP90	11ec. 1878
4,000,000	20,390	Lujoda	200		Allianca	TOJOGO TRAI	29 000	15 "Joji i	Jan. 1882
		1.16	211111\$		Gloria	70,000 000	40 900	1 6mm	Jan. 1882
500,000±	2,500	AB AB	2000	All	Harmonia	70,000 000	Nont	3 000	11ec 1876
300,000	3,000	All	100	100\$	Haransus	900 000	7 000	3"7"	Јине. 1830
		,		All	RD de Jancho		275 000	10 %	May 1881
£ 750,000	37,500 7,500	46,1000 All	£ 20	All	Nicherov	_	275 000 60 000		April 1881
₹ /5idoti					Nictheroy				
buo, oon	3,00>	All	2015	A 11	Transportes Merit de Say	120,000 000	125 000	4 50m 6 00m	รักน, 1882 โลน. 1886
600,000	3,200	6on	200	All	Bonds Maritimus		170 000	6 000	Jan 1882
1,000,000	50,000 5,000	15,000 All	200	All	Beral Industrial	_	221 ODG		Jan. 1882
400,31011	2,000	All	2110	All	União Industrial		Non.		
500,000	2,500	All	21(1)	145\$	Florestal Paramacuse		3 2 000 Nom		
1,200,000	6,000 6,000	(VI) 5,461	200	All	Carriagers Fluminense	58,793 327	160 000	9 1100	Jan. 1882
3,1400,000	12,500	7,5101	21/0	11VIS	Commercia e Lavoura	20,004,000	105 000	9 000	Jan. 1882
41111,400	4,0un	7,5001 All	100	All	Economia (lavanderia)	_	1 00#	interest	Jan. 1882
3,000,000	6,000	All All	200	240	Economia (lavanderia) Associação Commercial Frado Flundaeuse	-	150 000 Non.	interest	);tn. 1882
800,000 800,000	10,000	All	200 511	40 All	Minas de Caçapava	_	50 000		
1,8110,1100	9,000	0,000	200	All	Minus de Caçapava	=	105 000		
1,000,000	10.000	5,011.00	100	All	Petropolinosa Economica Auxiliar	_	Non. 30 000		
4,000,000	40,000 8.000	7,500	100	731\$ All	Indust Fluir (kinsures)	Lind out hos		8 000	Jan. 1882
400,000 10.000,000	50, anu	4(4)00	201	All	ludusi Fluit (kiosipies) Posturil Agricola e Industriol	208,407 406	95 000 Nmn	1	
טונס,נאגל	6,000	2.1 m	100	All	Manuf, demat. para const	132,870 000	Non	5 (0131)	11ec. 1876
7110,000	3,500	Alt	200	2005	Engenho Central de Quissana do obligations	=	Non	8 500	May 1881
2.000.000	10,000	-A11	206	2007	do obligations	_	265,000	12 "ju	Jan. 1882
T-00-1-0		4411							

#### SHIPPING NOTES.

—The Warrior, Morris, from Licespool for Rosatio, rail-way from, put into Belfas ou Jan 19 with cargo shifted. She would have to discharge and re-stow. —The Magnet, from Hamburg for Paris, which put into Weymouth on Dec. 20 with damages, silled ou Jan 18, her anchor and chai is having been receivered and repoirs effected.

—The Br. shp. County of Lamuston, from Glasgow for Rosono, put into Holyhead on Lau 17 after being ashire in Sandy Beach near Neviu, Carnarron Bay. Vessel making

#### ARRIVALS OF FOREIGN STEAMERS.

HATE	NAME	INHERE ABOR	CHNSDSNED TO
	Rosarin Ge	Santos 23lt	Ed Johaston & C
	Tamar Br	South'ton* 2014d	Rival Mail Messigeries Mar
	Equateur Fr	River Plate 4d	Mescagenes um
	Galicia Hr	Liverpool* 21	Wilsum Sons & C
11 16	Comte of En Fr	Halifax* 36	A. Leuba & Co
16	Bessel Br	Santos 24h	Norton M'w & C
10 16	Graf Bismark G	riSantos 22h	Brandes & Ca
11 17	V. de Rosario F	n Havre* 28d	A Lenba & Co
	Biela Br	Liverpool* 271	Norion M'w & C
	Hevelius Br	River Plate 4	do
., r7	Hevenius 191	ilo 7	Ed Johnston & C
*) 15	Argentina Gr		WilsonSons & Co
,, 19	Iberia Br	Valparaiso* 19d	
	Montevideo Gr	Homburg*	Ed. Johnston & C
4, 21	Glenapp Br	New York*	i do

#### DEPARTURES OF FOREIGN STEAMERS

HATE	NAME	WHERE TO	CARGO
n 15 n 16 n 16 n 18 n 18	Rosario Gr Espiateur Fr Memuon Iv Galicia Bi Tantar Br Graf Bismark Hevelins IIr Bessel Br Argentina Gr Iberia Br	Hamburg" Bordeaux* New York Valparaiso* Santos Gr Breuen* Sambarthur* New York Hamburg* Liverpool*	Sundries Sundries Cuffee Sundries Sundries Sundries Coffee Cuffee Coffee Sumfries

#### \* Calling at intermediate ports.

#### FREIGHTS :

Stomers?	Soiling Vessels:			
Authin 50    iverpool 50    iverpool 50    iumburg 40    iumburg 40    invec fr. 50    injeans fr. 40    injeans fr. 40    injeans fr. 40    injeans fr. 60    injeans fr. 60				

## DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC WORKS.

#### COPACABANA.

Statistic processats will be received for a period of 90 days in the Burean of Public Works, Department of Agriculture, Coramerce and Public Works, for the construction, rise and endopment of a city memory line, of minal metrod, multing the centre of the city with the backes of Standade and Copadona, in conformity with the unitner of the plun existing in the same bureau and under the following conditions:

The line will stan from the Rua dos Omices, carner of Rua

the same bineau and indoe the following conditions:

The line will stan from the Run dos Omicos, camer of Run do Ousido, following that steet to that of S. Joed, and theree by voy of the streets. Ajuda, Euristo da Veiga and Santa Therea, with a branch between these by way of the Run do Victoride de Maranguape and Travessa do Movquein, it will continue through the Run do Victoride de Maranguape and Travessa do Movquein, it will continue through the Run do Victoride de Maranguape and Travessa do Movquein, it will continue through the Run do United and the problem of permiting a tunned through to that of D. Laiza, and thence to the reat of the estadigene which is stranted on the right sail of the activative in Geriga affairs, and from which, a new streen lawing heen opened here, the fine will issue into the Propa de Gleria, in the direction of the Run do Gandanioi, whence it will be diaceted to Ban Bella do Principe.

Bifarrating at this point it vill evende on one side discert the Propa de Gleria, in the direction of the Run Haysandd which it will be extended until it in the formation of Caradho de Sâ, through vibrich it will be extended until it confirmes Run de Gunsalaura from here through a prolongation of flust de Caradho de Sâ, through vibrich it will be extended until it confirmes Run de Gunsalaura from here through a prolongation of flust act de Caradho de Sâ, through vibrich it will be extended until it confirmes Run de Gunsalaura from here through a prolongation of flust steert will extend to Run Perick at Silva and through it to the fill from the standard flusty in the fall. From Run Payanddi it will continue by a sweet to be opened between it and that of Fedanic, and ky Run de Itaraly to that of Fatani, according as the plan indicates; if the defaired suddetween it and that of Fedanic, and ky Run de Itaraly to that of Fatani, according as the plan indicates; if the defaired suddetween it and that of Fedanic Audit and Caradho it is an accord the preference to the variant, assenting of tunel furnogh the

The track should be 100 to hetween the interior faces of the rails and can be doubled in all the streets which have not less

rails and can be doubled in all the streets which have not less than a mere a binorth, the space between tracks being not less than a merer in the minimum.

The rails should be growed, and should haven weight of 16 kilogaamnes pet linear netter a the least.

All the fixed material and miling stock should be of the

All the fixed material and making stock should be of the best quelty. The care should have apparatus for preventing derailments and accidents. The breadth of the care should not exceed rusky or rusk's including the side steps. Within the period of three monks the exterprise (rasp/ras), should present the plans for the construction of the limit to the government for approxil, which will consist of the following

A plan of the line, showing the grades, radii of curve

ist A plan of the line, showing the grantee, radio of curves, sminos, and a specification of the propenty which will have to be disappropriated, on a scale of a to 1,000, and. Section of tracks:

3rd. Projects for the tunnels, on a scale of a to 200, 4th. Designs for cars for the different services, of the station editions, of the shops and merchansilis storehouses.

No port of the line can run parallel with the rails of the Branical Garden Rail Road Company, in the streets served by it.

111

served by it.

The line is designed for the transportation of passengers and freight, it being required to have the number of cars sufficient for both services, in the judgment of the government.

1VThe enterprise binds itself:

The enterprise binds itself:

1st. To construct the line in accordance with the plans appuved by the government;

2nd. To have stations for passengers and freight on Ruis do Onvidor, at the end of Ruis de Pervina de Silva, on Ruis de Paysaudh, da Prosagen, da Real Grandeza, on Praias da Sundade, and de Copacohatus;

2nd. To pave the part of the streets and roads comprehended hetween its rails, and also anays on each exterior side;

4th. To open the new streets indicated in the plan with a loreadsh of 13 rusters at the least, and to prolong the quisys of Pinal and Flamengato Rua de Paysaudh, and to culorge and straighten the Ruis de Santa Thereza and Gunulamoir in the part indicated it is essue plan;

2sth. To open and construct the timetels with eight meters of breadth and six of boght, this to be construct from the level of the parement;

(ch. To construct and maintain, during the time of its privilege, a batting establishment at the Praia de Copacahana,

ilege, a bathing establishment at the Praia de Copacabai in conformity with a plan approved by the city council.

The enterprise can not collect mure than too rels fur the tran-port of each passenger fram Rua das Ourries to those of Pas-segent and Real Grandezo, and intermediate points, nor more time too reis for transport from either of the two last desig-nated streets to the Sauddee or Coyacabana beach. The transport of merchandice will be regulated by a table previously approved by the government, and revised every five years.

The hours of departure of the cars and the number of trips will be regulated by tables approved by the government, which will have the right to exact a greater number of trips, if it be judged convenient for the accommodation of the public.

The enterprise will poy the city council for the lands of its property, shich it may occupy, the rent which the same council may pluge, and will purchase these which may be required for the opening and enlargement of the streets, these being, through fallure to agree, disappropriated in the terms of the Decree No. 1659, of the 27th of October, 1855.

There will have gratuitous transportation the letter-cardiers, policemen and firemen who present the pass of their
respective chiefs declaring that they are going in the public
service

In case of fire in properties situated in the streets of the
line enseeded, or in their immediate vicinity, the firemen
and police agents will also have gratuitous passage to the
mentioned streets, independent of passes, there being placed
at the disposition of the clief of police, of the director of
the corps of finemen, or of whom shall occupy their places,
a can specially constructed for transporting ture fine engines.
There-shall also be placed at the disposition of the government, whenever it may require is, every facility of transportation, with an abatement of 30 per cent. from the turiff, for the
carrying of troops.

IN
The government concedes to the enterprise:
1st. A privilege for a period not exceeding 35 years, counting from the day on which the line shall be opened to traffic;
and. The right of disapprepriations for the lands and buildings
necessary to the construction of the works, in accordance
with the regulamenta approved by Detree No. 1667, of the
27th of October, 7853
and. The use and enjoyment of the lites of the Botanical
Gurden Rail Rend Company at the end of its privilege, if
at that time the new enterprise shall have prolonged the
impays of Print of Slamengo to the Morro da Vitiva, and
from there skirting the bay of Bonfogo to the Morro
do Passando, in accordance with the outline of the plan.
This concession will endure to the end of the privilege of
the new enterprise. the new enterprise.

The cassion having been realized of the lines to which No. 3 of the preceding claims refers, the enterprise will take under his charge the preservation of the procent of all the streets though which it can speak which it can speak of write the superable which it can speak with a near the stations which the government any dean accessary for the service of passengers and freight on the referred lines.

In that case also, the enterprise will have a privilege of sone, during the time of the concession, from the Large da Lapa do Desterra to the limit of their lines in Gavéa, Copacabana, Prais da Saudade and Larrangeiras, comprehending all the part of the city situated in this extension between the mountains and the ser. In will be obliged, however, to extend its rills to all the streets comprehended in this perimeter, which the government may designate, and will not collect for the transposition of each procedure or more than too reis to the Raus do Passagem and Read Grandera, Bille oid Akinhai, it Coome Velka, and Prain da Saudade, not more than as much more to Copacabana or Gavéa.

Saudade, no more than as much more to Copacabana or Gavéa.

NII

The time of the privilege ending, counted from the inanguration of the new line, all the fixed and rolling material, the animals, statomas, shops and other edifices destined for the services of the lines, as well as the bathing establishment uith all its appraxius and belonging, all in a perfect state of preservation, will revert to the dominion of the municipality, the emerpise being dissolved without right to indomnification.

XIII

XIII
The enterprise will be able to open the line to traffic once that it is constructed to the Prak an Saudade, provided that it is works of the Copacaliana tunnel have been already begun and the amount necessary for the conclusion of the works deposited.

The competition has for its object:

st. The time of privilege:

sud. The time of commencement and conclusion of the
rworks;

grd. The improvements tending to the accommodation of
the public, to the embellishment of the city, and to

saluluity; 4th. The amount of the security destined to guarantee the execution of the projected line.

The deposit and security to which the two preceding clauses refer should be made in applier of the public debt, which will be withdrawn proportionally act he works progress, less the remainder of interest due if the time for the conclusion of the works shall be exceeded, while these have not been executed.

It among the improvements proposed is comprehended the opening of avenues of so meters breadth, at the least, in the route of the lines or in their illimate extension, the government, if it accepts them, will concelle for their execution all the favors which similar enterprises only.

XVII

No proposal will be accepted without cognizance of the de-posit of το,000%, which should be made in the national treasury to guarantee the signing of the contract.

XVIII

The concession will lapse ast. If the time fixed for the commencement of the works

ast. If the time fixed for the commencement of the works has passed without their having been begins; and. If after commencement they are interrupted for more than one mouth, except in case of superior power, duly proved in the Judgment of the government, the enterprise being in this case obliged to remove within the period of for days, counting from the inimation which shall be made to it, all the material employed, as well as to restore the streets to their original state at its own each; and the streets to their original state at its own each; and the streets to their original state at its own each.

NIX

The government will be able to impose fines upon the enter-prise for fault of compliance with the clauses of the concession, from 200\$ to 2,000\$, in accordance with the gravity of the case XX

The government will attach to the enterprise an engineer paid by the state for fiscalizing the works. XXI

NNI

The enterprise will be subject to all the dispositions established by the regulamento approved by Decree No. 5837, o the 26th of December, 1874, for the service of city tramways.

ber, 1874, for the servace

F. de B. e Accioli de Vasconcellos,

Acting Director. BEREAU OF PUBLIC WORKS, 30th December, 1881,

#### McCULLOCH BEECHER AND COMPANY.

41 & 43 Wall Street, NEW YORK

Rua Primeiro de Março, 64, RIO DE JANEIRO

General Banking,

Mercantile and Shipping Business.

Advances made on consignments of Merchandise and Freight.

Regular monthly Lines of Steamers and Sailing Packets running between above Ports.

Unrivalled facilities for briving and selling Brazilian Produce & American Staples at the most advantageous tenns.

SOCIÈTE POSTALE FRANÇAISE DE L'ATLANTIQUE

The steamer

## COMTE D'EU

will sail on the 25th inst., at 4 p.m., for

#### HALIFAX

Calling at BAHIA, PERNAMBUCO, CEARÁ, MARANHAM, PARÁ and S. THOMAS,

Receiving cargo for the above ports, as also in transit for

MONTREAL, CHICAGO, elc., etc.,

Agents: Auguste Leuba & Co., Kna d' Alfamlega, 48. Broker: Numa do Rego Macedo, Rua 1º de Murço, 49.

## THE NEW LONDON BRAZILIAN BANK

(LIMITED)

HEAD OFFICE:

LONDON

BRANCHES! LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Messrs. GLYN, MILLS, CURRIE & Co., LONDON.

Messes. MALLET FRERES & Co.,
PARIS,

Messrs. J. H. SCHROEDER & Co., Messrs. J. H. SCHROEDER & Co., HAMBURG, Messrs. MORTON, BLISS & Co., New York.

### ENGLISH BANK RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

ws on the London Joint Stock Bank and transacts description of Banking business.

#### OHN McCALL & CO'S.

Prepared Meats.

Paysandů Ox Tongues, Fresh and Smoked,

Stewed Kitheys

Potted Tongue,
Spiced Beef,

Fresh Beef, etc.

Put up in small tins convenient for family use, and at very reas-mable prices. These well-known preparations have never failed to give the best satisfaction wherever tried Manufactory: Pelotas, and Sole Agency in Rio de Janeiro:
No. 55, Rua General Camare

## ROYAL MAIL STEAM PACKET COMPANY

Under contracts soith the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,

1882

Date	Steamer	Destination
Feb 24	Tanar	Bahia, Maceió, Pernambuco, Lishon, Sonth- ampion and Aniwerp
, 26	Avon	Montevideo and Buenos Ayres.
Mar 9	Donro	Bahia, Pernambuco, Lisbon, Southampton, Havre and London.

The Ontward steamers are due here about the beginning and midle of each month; proceeding to Santos, after the necessary stay in this port.

For freights and passages apply to E. W. MAY, Supt., Rua 19 de Março No. 49.

IVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS

UNDER CONTRACT WITH THE

BRAZILIAN GOVERNMENT

For New York:

Steamers leave Rio de Janeiro on the 5th, 15th and 25th of each month, loading also it Sartos.

Other steamers sail monthly tor the United States of America, as per special advertisements

#### From New York:

A steamer leaves on the 5th of each month (occasionally calling at West-Point for earps) for Bahia and Rio de Janeins, bringing eargo and passengers for transshipment to the Coast Ports and River Plate by steamers of the same Line.

Excellent accommodations for passengers. Apply to

> Lamport & Holt 21. Water Street, Liverpool;

Arthur Holland & Co. 17, Leadenhall Street, London.

Agents in Rio de Janeiro,

Norton, Megaw & Co. Rua 1º de Março No. 82.

## Rubber hand and DATING STAMPS.

The Consecutive Rubber Dating Stamp Self-Inking Hand Stamp,

> The Pocket Pencil Stamp, The Compass Stamp,

Fac-simile Autographs, Monograms,

Hand Stamps of every size and description.

For Merchants, Bankers and Professional Men and for all for Merchants, Baukers and Professional Men and for all usiness purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely noiseless. For Family Use, in making clothing, house and table linen, etc., with indelible mk, they are invaluable.

Monograms, autographs, etc., made to order.

#### Metal-Bodied Rubber Type.

An elastic, changeable type that can be set up and used with out delay and as often as occasion requires.

These type have accurate metal bodies upon which rubber faces are moulded and vulcanized by a patented process. They combine the accuracy of metal type with the elastic printing qualities of rubber. In use they are

#### Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.

This new type is put up in a variety of styles and sizes to sul purchasers.

S. T. LONGSTRETH, Manufacturer of RUBBER PRINTING AND DATING STAMPS, No. 34, Rua S. Pedro. Rio de Janeiro,

### P. MACKIE & Co., Limited.

PHILADELPHIA, Pa., U. S. A.

Railroad, Tramway and Engincering Supplies and Materials.

Contracts made for firmishing newlines with Rails, Bridges, Rolling Stock, Shop Machinery, Telegraph Supplies, etc.. at Manufacturer's Lowest Rates.

Designs and Estimates on application.

REPRESENTING IN BRAZIL

The following manufacturers:

THE WESTINGHOUSE AIR BRAKE Co.

PITTSBURG, Pa., U. S. A.

## THE WHARTON RAILROAD SWITCH Co.

PHILADELPHIA, Pa., U.S. A.

PULLMAN PALACE CAR Co.

NEW YORK, U. S. A.

T G. BRILL.
\*PHILADELPHIA, Pag. C. S. A. G. BRILL & Co.

Hooks smelting co. PHILADELPHIA, Pa., U. S. A.

EHIGH CAR WHEEL WORKS CATASAUQUA, Pa., U.S.A.

"ULMER SPRING Co. PITTSBURGH, Pa., U. S. A.

THE JOHN A. ROEBLING & SONS Co.

TRENTON, N. J., U. S. A.

Brooks Locomotive works. DUNKIRK, N. Y., U. S. A.

W. SELLERS & Co. PHILADELPHIA, Pa., U. S. A.

 ${
m B}$ lake ore crusher co. NEW HAVEN, Com., U.S. A.

SECURITY AGAINST FRAUD!

The Monitor

Check Perforating Machine.

The use of this machine affords an absolute guarante against raising or altering the amounts specified on any kind of commercial paper.

The machine may be seen at this office, where orders will be

### UARDIAN FIRE AND LIFE INSURANCE CO.

The undersigned having been appointed Agents at Rio de Janeiro, are prepaved to issue Policies of Insurance against Fire on the usual terms.

SMITH & YOULE,

No. 62, Rua 1º de Março.

THE LIVERPOOL AND LONDON INSURANCE COMPANY,

Agents in Rio Jauciso Phipps Brothers & Co.

## TYPOGRAPHIA CENTRAL

EVARISTO RODRIGUES DA COSTA

7 Travessa do Ouvidor 7

This establishment, supplied with excellent material nearly all imported from the United States, is prepared to print any work of literature, art, science, religion, etc., etc., however volumipons it may be. It executes all kinds of printing for communerial transactions, railways, public departments companies, banks, associations, horderhoods, etc.

Visiting Cords;

Bills of Fare, Weiding Invitations, Circulars, Fourral Announcements, Art and Color Printing.

Orders from the interior will be accepted whenever accom-panied by the name of some person in this city as a guarantee.

7 TRAVESSA DO OUVIDOR, 7 RIO DE JANEIRO

DROGARIA AMERICANA

J. AYRES & Co.

No. 34, Rua de São Podro.

Importers and introducers of Drugs, Chemicals, Pharmacenteal praducts, and American, English and French specialities of all the different makers.

#### Commercial Printing

There will shortly be established in connection with the publication office of "The Rio News" and Revista de Engenhavia" a first-class Commercial Printing Office, which will be supplied with the best presses and type in the market. Only first-class work will be undertaken, and that will be guaranteed,

#### R<sup>evista</sup> de engenharia. (PORTUGUESE.)

The only Engineering Review published in Brusil.

Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.

It will contain a full record of all concessions granted by the government, and of their administration and condition.

Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.

Published mouthly.

Terms:-- one year..... 12\$000 six months...... 6 000

each number...... 2 000 Advertising terms finnished on application.

City Telephone Address: No. 112. Editorial and publication rooms;

No. 79 Rua Sete de Setembro. Caixa no Correio, No 721. Rio de Janeiro.

## THE RIO NEWS

Published three times a month for the American and Envopean mails.

THE RID NEWS was established under its present title and wanagement on the 1st of April, 1879, succeeding the British and American Jian! Although the style, title and frequency of issue were changed at the time of transfer, the designations of number and whome were contained unbruken. At the beginning of 1881 the style of the publication was still further changed by an increase from four to eight pages, and a diminution in the wire of the the publication, but it added greatly to its convenience, for office and reference use.

The policy adopted by Tim News at the outset was that of strict independence and impartiality. The ecitors had will graunded convictions on political and economic questions, and as they believed that all such questions had acte or indirect influence on connectical and financial equeryins related and the order of indirect influences or connectical and financial equeryins they decided to discuss them just as far as their relative importance undeit discussible. In this line of policy Tim Naw has been successful even beyond all expectation.

tation. With the beginning of its uinth volume [January, 1884] the ciliums feet themselves warranted in calling attention to the uniform and general sans-faction with which their policy and management have thus for been received, and in advising their partons that no deviation wherever from tarlying their partons that no deviation wherever from the parton of the p

TERMS:

All subscriptions should run with the calendar year. BUSINESS AND EDITORIAL ROOMS:-

FOST-OFFICE ADDRESS :- Caixa no Correio, Nº 721 CITY TELEPHONE ADDRESS :- No. 112.

Printed at the Typ. Central, No. 7 Travessa do Ouvidor.